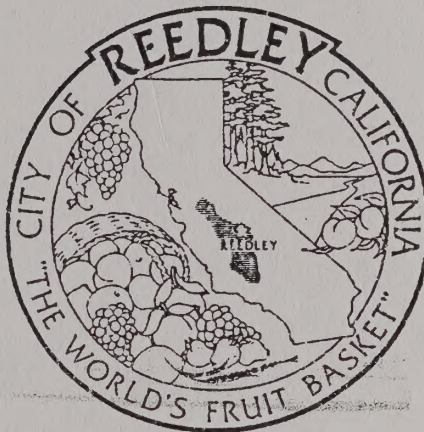


CITY OF
REEDLEY
CALIFORNIA



GENERAL PLAN 2012

LAND USE • CIRCULATION • OPEN SPACE • CONSERVATION
SAFETY • NOISE • HOUSING • AIRPORT MASTER PLAN

↓
[separate document]

RESOLUTION NO. 94-099

A RESOLUTION OF THE CITY OF REEDLEY CITY COUNCIL CERTIFYING THE NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS AND APPROVING GENERAL PLAN AMENDMENT NO. 94-2 FOR A CHANGE IN DESIGNATION FROM "PARK" TO "MEDIUM DENSITY RESIDENTIAL" ON PROPERTY LOCATED ON THE NORTHEAST CORNER OF COLUMBIA AND CYPRESS AVENUES AND ALSO MAKING RELATED REVISIONS TO THE TEXT OF THE LAND USE, OPEN SPACE AND CONSERVATION ELEMENTS OF THE REEDLEY GENERAL PLAN.

WHEREAS, the City of Reedley Planning Commission, at the regular meeting of August 4, 1994, held a public hearing to consider a request for a change in General Plan designation from "Park" to "Medium Density Residential" (single-family residential) on approximately 9.4 acres of property located on the northeast corner of Columbia and Cypress Avenues and also making related revisions to the text of the Land Use, Open Space and Conservation Elements of the Reedley General Plan; and

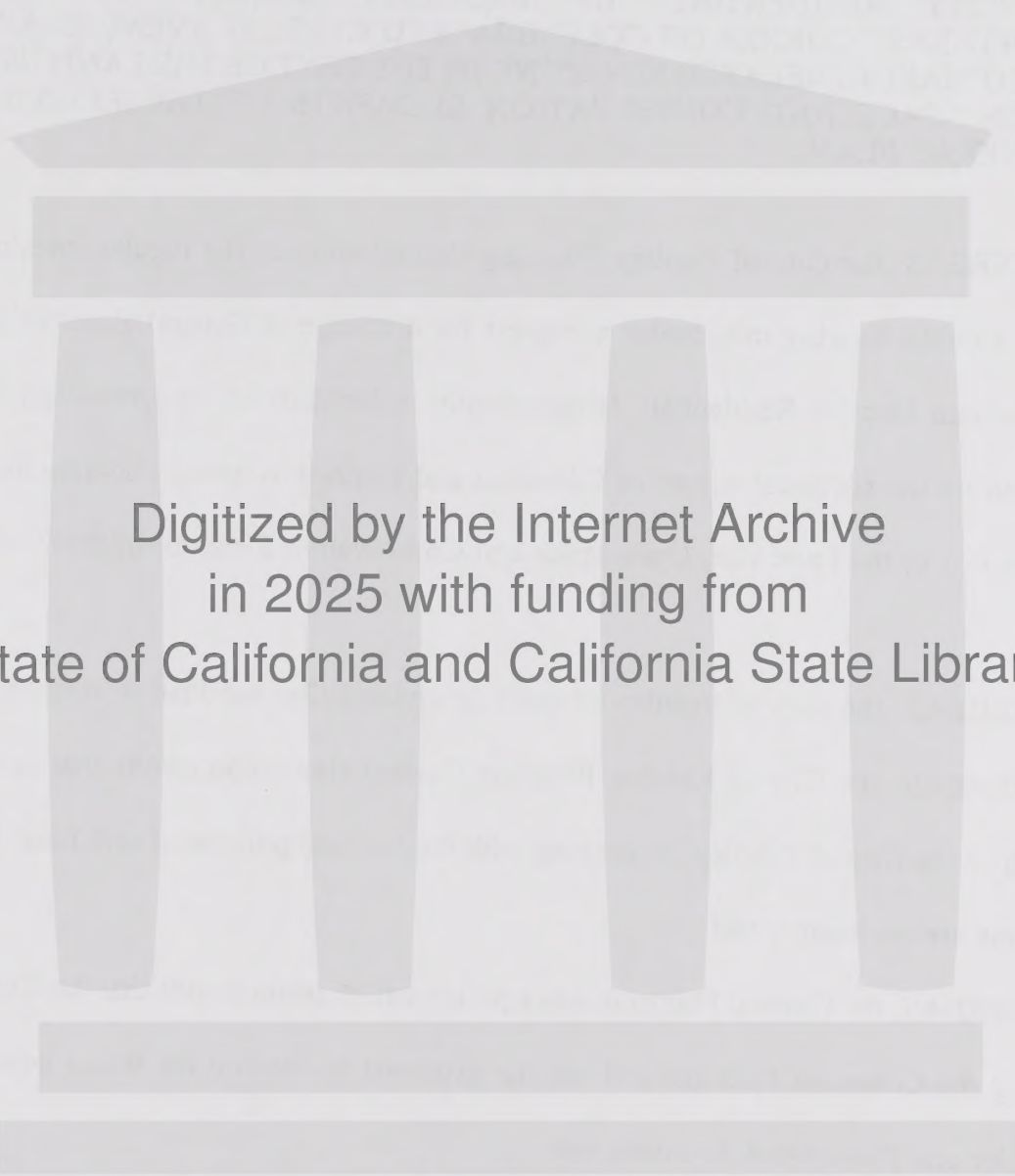
WHEREAS, the City of Reedley adopted an updated General Plan in August, 1993; and

WHEREAS, the City of Reedley Planning Commission recommends that to facilitate the orderly growth of the City of Reedley, in keeping with the text and policies of said Land Use Element that amendments are necessary; and

WHEREAS, the General Plan contains a policy which recommends that the City of Reedley consider selling the Columbia Park site and use the proceeds to develop the future community park located at Parlier and Frankwood Avenues; and

WHEREAS, during the August 4, 1994, public hearing, the Planning Commission received testimony from four nearby property owners; and

WHEREAS, concern was expressed that the neighborhood surrounding the Columbia Park site has many children and is in need of a park to serve the immediate area; and



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C101747231>

WHEREAS, the Planning Commission concurred with the residents and recommended that a neighborhood park be retained at the Columbia Avenue site and that the remainder of the City-owned property be redesignated as Medium Density Residential (single-family residential) in the General Plan; and

WHEREAS, the City of Reedley Planning Commission verified that a Negative Declaration was prepared pursuant to the California Environmental Quality Act of 1970, as amended; and

WHEREAS, the City of Reedley Planning Commission recommends certification of the Negative Declaration of environmental impacts and approval of General Plan Amendment No. 94-2, with the retention of a neighborhood park site approximately one (1) acre in size at this location; and

WHEREAS, the City of Reedley City Council concurs with the findings of the Planning Commission; and

WHEREAS, the City of Reedley City Council finds that the Negative Declaration contains and reflects the independent judgement of the City of Reedley; and

WHEREAS, pursuant to AB 3158, Chapter 1706 of the Statute of 1990, the City of Reedley City Council hereby finds that an environmental assessment initial study was conducted for this project and declares that no evidence has emerged as a result of said initial study to indicate that the proposed project will have any potential, either individually or cumulatively, for adverse effect on wildlife resources.

NOW, THEREFORE, BE IT RESOLVED by the City of Reedley City Council that the Negative Declaration of environmental impacts be certified and that General Plan Amendment No. 94-2, amending the General Plan Land Use Map to redesignate approximately 8.4 acres located at the northeast corner of Columbia Avenue and Cypress Avenue from "Park" to "Medium Density Residential" and making necessary and related text revisions to the Land Use, Open Space and

Conservation Elements, be hereby recommended for approval by the adoption of the foregoing resolution. Motion carried by the following vote:

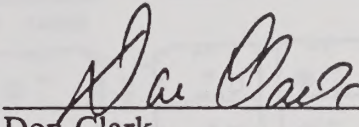
AYES: Taguchi, Soleno, Fite, Youngberg, Clark.

NOES: None.

ABSTAIN: None.

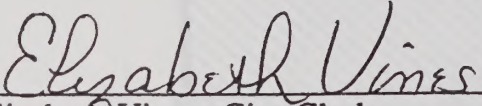
ABSENT: None.

PASSED, APPROVED, AND ADOPTED this 13th day of September, 1994.

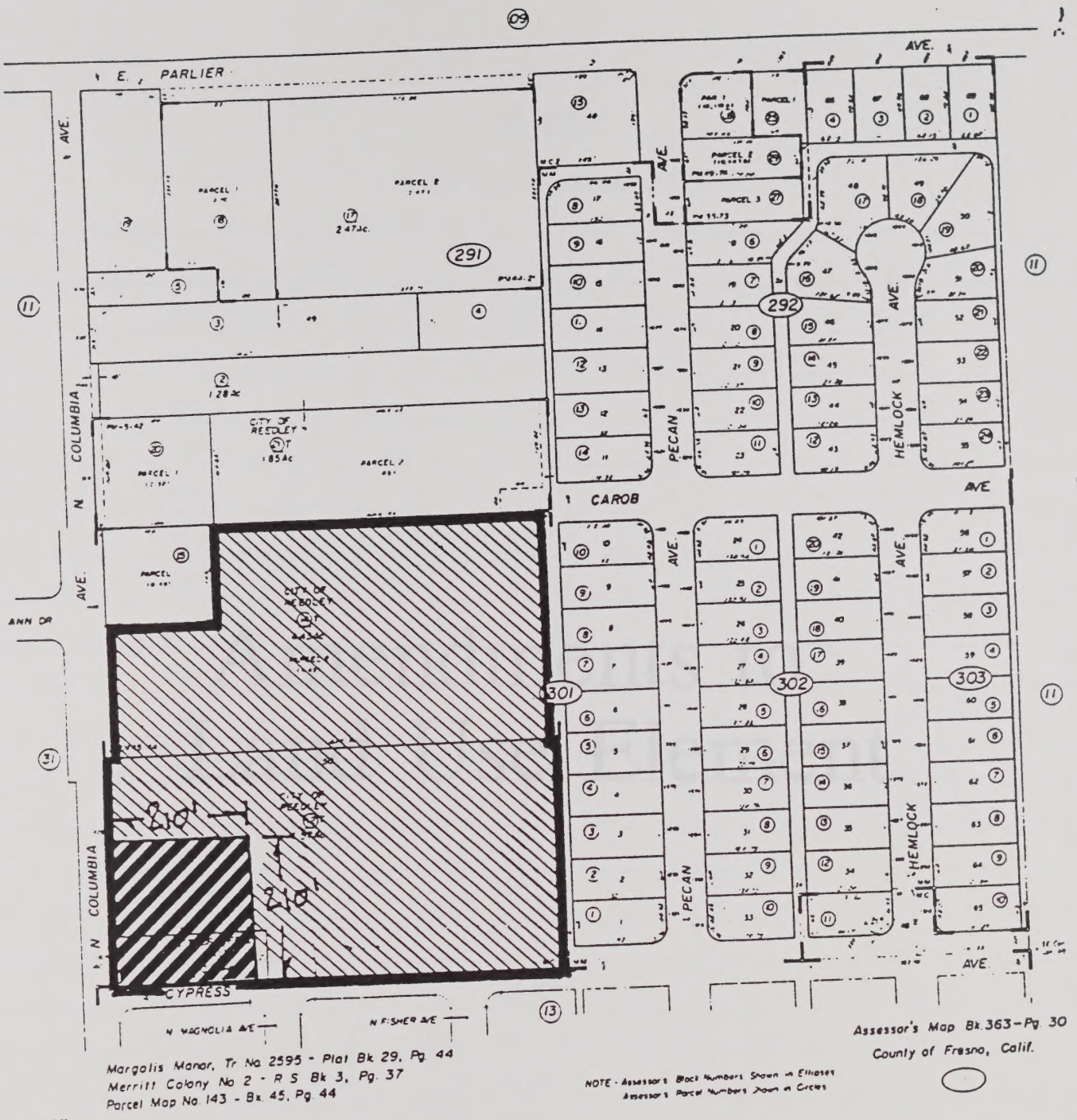


Don Clark
Mayor of the City of Reedley

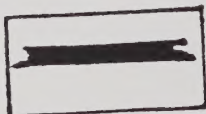
ATTEST:



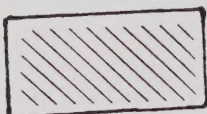
Elizabeth Vines, City Clerk



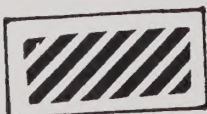
GENERAL PLAN AMENDMENT NO. 94-2



Limits of City-owned property



Area proposed for change from Park to Medium Density Residential



Area to remain designated as Park (approximately 1 acre)

Other properties shown are designated Medium Density Residential and zoned R-1-6

TABLE 1
POPULATION FORECAST

	2.0 Percent	3.0 Percent
1991*	16,232*	16,232*
1992	16,723	17,212
1993	17,227	18,243
1994	17,744	19,340
1995	18,276	20,500
1996	18,824	21,730
1997	19,389	23,034
1998	19,971	24,415
1999	20,571	25,881
2000	21,187	27,434
2001	21,821	29,078
2002	22,476	30,810
2003	23,152	32,635
2004	23,847	34,556
2005	24,567	36,574
2006	25,309	38,691
2007	26,081	40,912
2008	26,880	43,237
2009	27,693	45,751
2010	28,529	48,352
2011	29,388	51,040
2012	30,269	53,815

Amendments to Land Use Element

* 1991 State of California Department of Finance Estimate

TABLE 1
POPULATION FORECAST

	3.0 Percent	6.0 Percent
1991*	16,238*	16,238*
1992	16,725	17,212
1993	17,227	18,245
1994	17,744	19,340
1995	18,276	20,500
1996	18,824	21,730
1997	19,389	23,034
1998	19,971	24,416
1999	20,570	25,881
2000	21,187	27,434
2001	21,823	29,080
2002	22,478	30,825
2003	23,152	32,675
2004	23,847	34,636
2005	24,562	36,714
2006	25,299	38,917
2007	26,058	41,252
2008	26,840	43,727
2009	27,645	46,351
2010	28,474	49,132
2011	29,328	52,080
2012	30,208	55,205

* 1991 State of California Department of Finance Estimate.

approximately 4.5%. The growth rate since 1980 has remained at 3.5 percent with the exception of the past three years which has been at 6 percent.

The population projections for Reedley's future growth have been estimated by the State Department of Finance and shows a population of 17,950 by 1995 and 20,800 by the year 2000.

The number of housing units in Reedley has increased from 2,630 units in 1970 to 3,567 in 1980, an approximate 36% increase. Housing units increased from 3,567 units in 1980 to 4,395 units in 1986, an increase of 828 units or 23%. 1990 marked an 8% increase to 4,763 housing units.

Single parent and married couples population by age characteristics from the 1990 census are as follows:

- In 1990 the majority age group in Reedley was 25-44 years, which represented 29% (4,649 persons) of the total population. The next largest age group was 5 to 17 years (3,527 persons).
- The median age for the Reedley population in 1990 was 27.7 years.
- Married couples in Reedley comprised 60.9% of the households with children.

The population by ethnic origin in Reedley has shown a steady increase in the Hispanic origin population from approximately 29% of the total population in 1972 to approximately 58% in 1990. Population of non-Hispanic origin, white and other delineations represent 42% of the population. The following list notes the ethnic percentage breakdown in occupied housing units:

Occupied Housing Units	4,616
White	3,056
Percent of occupied units	66.2
Black	14
Percent of occupied units	0.3
American Indian, Eskimo, or Aleut	30
Percent of occupied units	0.6
Asian or Pacific Islander	326
Percent of occupied units	7.1
Other race	1,190
Percent of occupied units	25.8
Hispanic origin (of any race)	2,113
(represented in above categories)	

Population forecasts based upon data from the 1990 census indicate that the State of California will grow by 20 percent in the 1990's, adding an additional 6 million people. Additional forecasts suggest that the 1990 California population of 30 million will reach 41 million by the year 2010.

It is anticipated that 60% of the growth in the State of California will occur in the Bay area and southern California metropolitan areas. The Central Valley, however, will be affected by continuing growth trends produced by migration from California metropolitan areas and other states.

202.01.2 Land Availability

The total area proposed in the Reedley Sphere of Influence is 5,053 acres. 2,469 acres (approximately 50%) are presently incorporated in the Reedley City limits. The remainder of the land is within the unincorporated area of Fresno County and is designated for future development with various urban land use designations to accommodate anticipated growth through the year 2012. The predominant land use designated in the Plan is residential which comprises approximately 44 percent of all land uses within the Reedley Sphere of Influence.

The Reedley 2012 Plan land use designations by acreage are identified in Table No. 2. The most significant change in land use from the 1977 adopted plan is the proposed 318-acre expansion of the sphere of influence boundary to accommodate a 50-acre wastewater treatment expansion area and the need for 240 acres of additional residential land to the year 2012.

202-01.3 Government Services

The City provides a full range of urban services to the incorporated area including sewer, water, storm drainage, and park facilities as well as police and fire protection services. Sierra Kings District Hospital provides a wide range of in-patient medical services. Sequoia Safety Council provides local ambulance services which includes paramedic level emergency care. The County of Fresno operates a branch Library in the downtown area and a courthouse facility adjacent to Reedley City Hall.

In addition, the Planning Area has a full range of educational facilities including public and private schools and a junior college.

Refer to Section 215, Public and Institutional Land Use, for a more complete description of public facilities other than parks and to the Open Space Element (Section 500) for an analysis of urban recreational opportunities.

TABLE 2

LAND USE DESIGNATIONS BY ACREAGE
CITY OF REEDLEY SPHERE OF INFLUENCE (SOI)
1993-2012

ACREAGE				
LAND USE	CITY LIMITS	COUNTY	SOI TOTAL	SOI LAND USE PERCENT
AGRICULTURE	51.00	76.00	127.00	2.44
RIPARIAN OPEN SPACE AND RIVER CHANNEL	57.60	230.25	287.85	5.53
RESIDENTIAL				
Estate Density	12.00	3.00	15.00	.29
Low Density	0.00	5.00	5.00	.10
Medium Density	1,204.70	787.90	1,979.60	38.02
High Density	205.90	83.60	289.50	5.56
COMMERCIAL				
Central	47.70	0.00	47.70	.92
Service	45.00	0.00	45.00	.86
Community	80.10	12.00	92.10	1.77
Neighborhood	.03	1.50	1.53	.03
Office	3.06	0.00	3.06	.06
Limit	0.00	21.00	21.00	.40
Floating	0.00	(2.20)	2.20	.04
INDUSTRIAL				
Limited	197.30	277.50	474.80	9.12
General	73.00	386.00	459.00	8.82
BUFFERS	4.57	20.50	25.07	.48
STREETS AND RAILROAD RIGHT-OF-WAY	353.00		353.00	6.78

TABLE 2 (Continued)

ACREAGE				
LAND USE	CITY LIMITS	COUNTY	SOI TOTAL	SOI LAND USE PERCENT
PUBLIC FACILITIES				
Existing Public Schools	121.00	0.00	121.00	2.32
Planned Public Schools	12.00	24.00	36.00	.69
Existing Private Schools	25.00	0.00	25.00	.48
Existing Community College	50.00	97.00	147.00	2.82
Planning Community College	0.00	176.00	176.00	3.38
Wastewater Treatment Plant	56.00	70.00	126.00	2.42
Existing Parks	63.50	0.00	63.50	1.22
Planned Parks	13.00	21.00	42.00	.81
National Guard	3.00	0.00	3.00	.06
Existing Park/Ponding Basin	19.30	0.00	19.30	.37
Planned Park/Ponding Basin	0.00	11.00	11.00	.21
Existing Hospital	6.00	0.00	6.00	.12
Existing Cemetery	38.00	0.00	38.00	.73
Existing Civic Center	3.00	0.00	3.00	.06
Existing Fire Station	2.00	0.00	2.00	.04
Airport	121.00	17.00	138.00	2.65
LANDSCAPED BUFFERS	.07	21.30	21.37	.41
TOTAL	2,690.33	2,515.85	5,206.58	100%

Amendments to Open Space and Conservation Elements

ID	NAME	ACRES	LOCATION	STATUS
1	C. F. Smith Park	1.0	10000 N. 10th St. & 10th Ave. N.	Existing
2	Calvin Park	1.0	10000 N. 10th St. & 10th Ave. N.	Existing
3	Yarrow Park	1.0	10000 N. 10th St. & 10th Ave. N.	Existing

- 503-17 The City should consider selling the Columbia Avenue park site with the proceeds to be used to upgrade the Parlier-Frankwood park site.
- 503-18 Support the local Girl Scouts effort to gain ownership of the Scout House property located in the 1100 block of E Street.
- 503-19 The City should modify and expand the KRCSP to include determination of appropriate land base on the west bank and riparian area of the Kings River.

504 OPEN SPACE

504-01 Existing Open Space

Table Three presents an inventory of existing open space, including adjacent recreation facilities. The total publicly accessible open space is 281.87 acres. City owned parks and recreation facilities account for 192.31 acres, public schools own 79.4 acres, private schools own 6.6 acres and commercial recreation owns 3.56 acres.

Two City owned neighborhood park sites included in the total acreage are undeveloped: Columbia Park and Parlier/Frankwood. Additionally, (District owned) the Parlier/Frankwood school site is undeveloped. The acreage shown for the riparian area and oak savannah requires substantial amounts of restoration as described in the Kings River Corridor Specific Plan.

Recreation facilities appeal to a variety of interests: ball fields, picnic areas, basketball, tennis, and racquetball courts; swimming pool; camping; outdoor band shell; performing arts center; playgrounds; and a senior citizen activity center. During the summer, the Kings River provides boating, floating, and fishing opportunities to thousands of residents and visitors.

TABLE THREE

EXISTING OPEN SPACE, INCLUDING ASSOCIATED RECREATION FACILITIES

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
CITY-OWNED PARKS & RECREATION FACILITIES - NEIGHBORHOOD				
1	C. F. Mueller Park	7.00	Picnic area, playground, community center (including auditorium, kitchen facilities, meeting rooms, and offices)	Springfield and East
2	Columbia Park	1.00	Undeveloped	Columbia and Cypress
3	Pioneer Park	1.30	Picnic area, outdoor bandstand	"G" and 9th

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
4	Parlier/Frankwood Park Site	11.00	Undeveloped	Parlier and Frankwood
5	Luke Trimble Pool	0.77	Two pools	Reed and "J"
6	Camacho Park	5.00	Combination of park (ball fields) and ponding basin	Columbia and North
Subtotal		26.07		
CITY-OWNED PARKS & RECREATION FACILITIES - COMMUNITY/REGIONAL				
8	Kings River Regional Park			
	a. Reedley Beach	39.58	Picnic, swimming area. Natural state, boating and fishing	Kings River Corridor north of Floral Avenue
	b. Cricket Hollow Developed Undeveloped	7.00 3.92		
	c. Smith Ferry	6.87		
	d. Waterway	46.13		
	e. Other Riparian Area - Savannah	63.74		
Subtotal		167.24		
TOTAL CITY-OWNED PARKS AND RECREATION FACILITIES		193.31		
PUBLIC SCHOOL OPEN SPACE AND RECREATION FACILITIES				
9	State Center Community College District - Kings River College	50.00	Turf area, fields, pool, basketball and tennis courts	Reed and Manning
Subtotal		50.00		
10	Kings Canyon Unified School District			
	a. Lincoln School	4.50	Turf area, playground, field, basketball and tennis courts	North Avenue
	b. Washington School	3.30	Turf area, ball field, playground, basketball and volleyball courts	"K" Street
	c. Jefferson School	5.50	Playground, ball field, and turf area	East Duff
	d. Grant School	2.00	Ball fields, tennis courts, and turf area	East Avenue
	e. Reedley High School	4.10	Turf area, fields, and tennis courts	North Avenue

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
	f. Parlier/Frankwood School Site	5.00	Undeveloped	SE corner of Frankwood and Parlier
Subtotal		24.40		
TOTAL PUBLIC SCHOOL OPEN SPACE		74.40		
PRIVATE SCHOOLS OPEN SPACE AND RECREATION FACILITIES				
11	Immanuel School	3.50	Turf area and playground field	Reed and Curtis
12	Saint La Salle School	3.10	Turf area, basketball and volleyball courts, and playground	Manning Avenue
TOTAL PRIVATE SCHOOLS OPEN SPACE AND RECREATION FACILITIES		6.60		
COMMERCIAL RECREATION OPEN SPACE				
13	Kelly's Beach Campground	3.56	Camping and picnicking	Kings River Road near Manning
TOTAL COMMERCIAL RECREATION AND OPEN SPACE		3.56		
TOTAL OPEN SPACE		277.87		

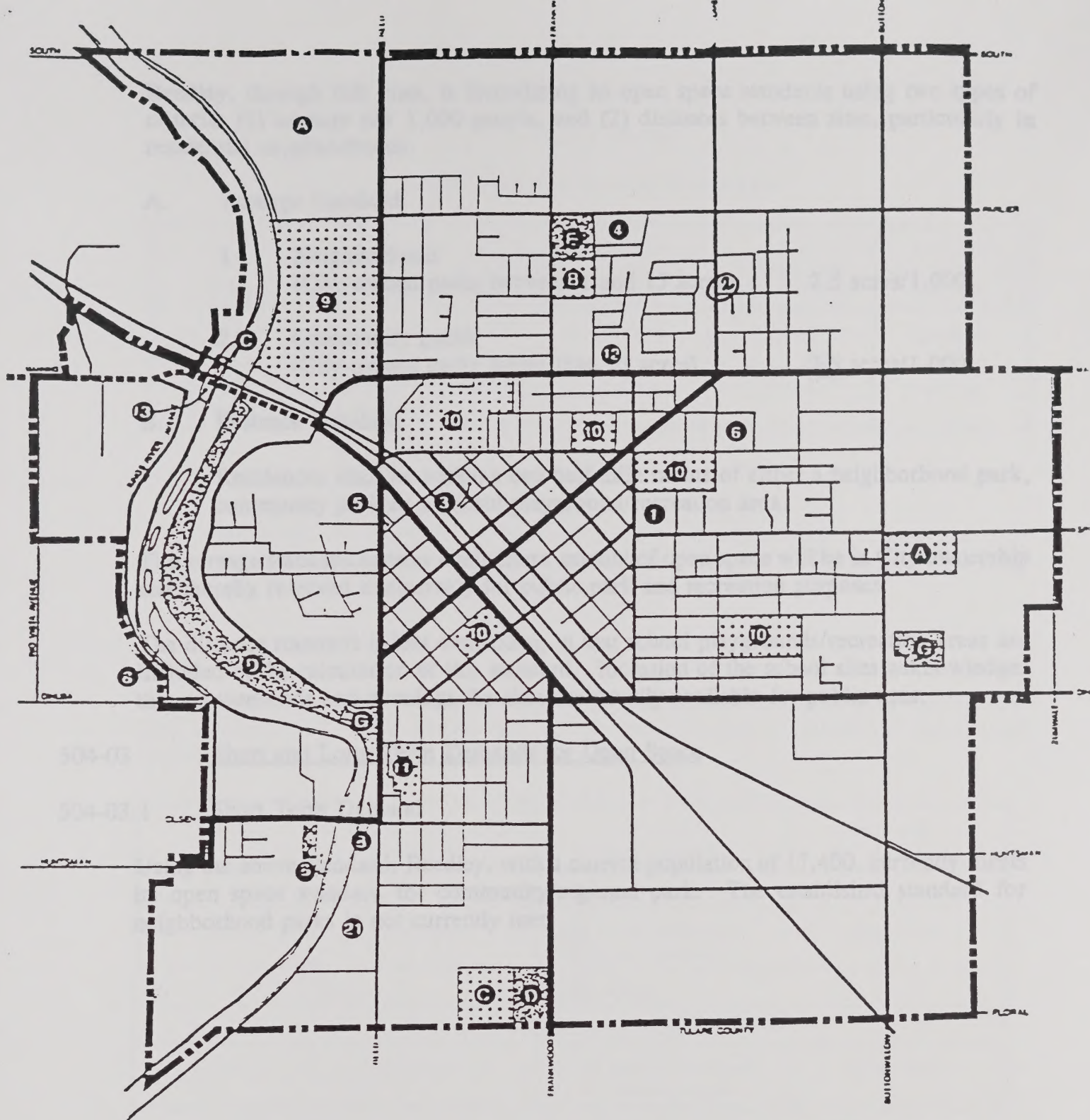
504-02 Open Space Standards

Recognized park standards vary from one acre per 1,000 people to more than 10 acres per 1,000 people. In the Central Valley the lack of a consistent standard is evident:

Comparing parks in the Valley: Actual park space of Central Valley cities per 1,000 population are as follows:

Fresno	1.86 acres
Visalia	4.10 acres
Merced	4.99 acres
Stockton	7.75 acres
Sacramento	9.95 + acres

Source: Fresno Little Hoover Commission, 1992



⑧ Existing Park and Open Space (See Table 2)

 Planned Park and Open Space (See Table 4)

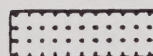
 School Sites

FIGURE 14

URBAN OPEN SPACE PLAN



Reedley, through this plan, is formalizing its open space standards using two types of criteria: (1) acreage per 1,000 people, and (2) distances between sites, particularly in residential neighborhoods.

A. Acreage Standard

1. Neighborhood
(City-owned parks between 1 and 15 acres) 2.5 acres/1,000
2. Community parks
(City-owned parks larger than 15 acres) 7.5 acres/1,000

B. Distance Standard

Residences shall be within a one half mile radius of either a neighborhood park, community park or a school playground/recreation area.

The acreage standard assures a minimum amount of open space will be in City ownership and thereby reserved exclusively for public park and recreation purposes.

The distance standard is less demanding in that school playgrounds/recreation areas are included in the calculation of this standard. Inclusion of the school sites acknowledges that on weekends and evenings the sites are usually available for public uses.

504-03 Short and Long Term Demands for Open Space

504-03.1 Short Term Demand

Using the above standard, Reedley, with a current population of 17,400, currently meets its open space standard for community/regional park. The established standard for neighborhood parks is not currently met.

	POPULATION	CURRENT	NEW LAND TO
		14.27 Acres Developed	82.25 Acres
2011-12	2011-12	2011-12	2011-12
		Community/Regional Parks	
2011	226.5 Acres	11.75 Acres Developed 12.45 Acres Developed	70.75 Acres
TOTAL		26.02 Acres	

The open space standards for the City of Reedley are similar with standards of other valley communities. The minimum, however, is the 7.5 acres per 1,000 persons for the

A. Acreage Standard

TABLE FOUR
OPEN SPACE ACREAGE STANDARD

TYPE	STANDARD	ACTUAL DEVELOPED ACRES	CURRENT STANDARD	UNDEVELOPED CITY OWNED	SURPLUS (SHORTFALL) ACRES
Neighborhood Park	2.5 Ac./ 1,000 people	14.27 Ac.	43.5 Ac.	11.8 Ac.	(17.43) Ac.
Community/ Regional Park	7.5 Ac./ 1,000 people	53.45 Ac.	130.5 Ac.	113.79 Ac.	36.74 Ac.

B. Distance Standard

As shown on Figure 14, all residential areas are within a one half mile radius of either a neighborhood park, community park, a school playground/recreation area.

504-03.2 Long Term Demand

Given the general location of future school sites by K.C.U.S.D. and by projecting the City's population average growth rate of 3 percent, the need for additional open space is projected to be as follows:

YEAR	TOTAL ACREAGE PER STANDARD	CURRENT AVAILABLE	NEW LAND TO BE ACQUIRED
Neighborhood Parks			
2012	75.5 Acres	11.8 Acres Undeveloped 14.27 Acres Developed	49.43 Acres
TOTAL		26.07 ACRES	
Community/Regional Parks			
2012	226.5 Acres	113.79 Acres Undeveloped 53.45 Acres Developed	59.26 Acres
TOTAL		167.24 ACRES	

The open space standards for the City of Reedley are similar with standards of other valley communities. The exception, however, is the 7.5 acres per 1,000 persons for the

RESOLUTION NO. 96-084

**A RESOLUTION OF THE CITY OF REEDLEY CITY COUNCIL
APPROVING GENERAL PLAN AMENDMENT NO. 96-1 PERTAINING TO
SCHOOL IMPACT MITIGATION FEES.**

WHEREAS, the City of Reedley Planning Commission, at the regular meeting of June 6, 1996, held a duly-noticed public hearing to consider a General Plan Amendment to establish policy statements in the Land Use Element to require future development projects to mitigate their impacts upon school facilities; and

WHEREAS, the City of Reedley City Council adopted an updated General Plan in August, 1993; and

WHEREAS, to facilitate the orderly growth of the City of Reedley, amendments to the General Plan are occasionally necessary; and

WHEREAS, the City of Reedley Planning Commission recommends approval of General Plan Amendment No. 96-1; and

WHEREAS, the City Council held a duly-noticed public hearing on June 25, 1996, to consider General Plan Amendment No. 96-1; and

WHEREAS, the City Council has considered the written and verbal staff report, written comments, and testimony received during the public hearing regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the City of Reedley City Council hereby approves General Plan Amendment No. 96-1, attached as Exhibit A, pertaining to school impact mitigation fees by the adoption of Resolution No. 96-084. Motion carried by the following vote:

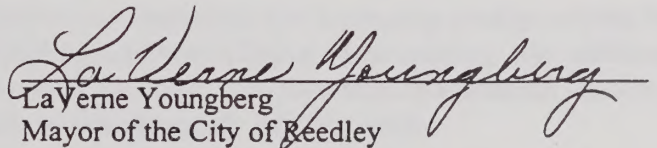
AYES: Taguchi, Soleno, Youngberg.

NOES: None.

ABSTAIN: None.

ABSENT: Jewell, Fite.

PASSED, APPROVED, AND ADOPTED this 23rd day of July, 1996.


LaVerne Youngberg
Mayor of the City of Reedley

ATTEST:

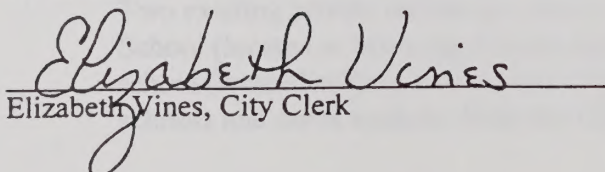

Elizabeth Vines, City Clerk

EXHIBIT "A"
RESOLUTION NO. 96-084

CITY OF REEDLEY
GENERAL PLAN AMENDMENT NO. 96-1

- Add Objective 215-02.3 to the Land Use Element to read as follows:

215-02.3 Ensure that adequate school facilities are provided to serve the expanding student population in the City of Reedley. The City of Reedley recognizes that it is primarily a State responsibility to provide adequate funding for school facilities, however, under current State law, statutory fees collectible by school districts are providing insufficient funds to finance construction of necessary new school facilities. Until State law changes, or other funding mechanisms are available, the City desires to ensure that school facilities continue to expand to meet population demands.

- Add Policy 215-03.7 to the Land Use Element to read as follows:

215-03.7 Kings Canyon Unified School District facilities shall keep pace with residential and commercial/industrial development in the City of Reedley. Development Projects shall be required to mitigate their impacts upon KCUSD facilities.

- Revise Section 215-07 (Schools) of the Land Use Element to read as follows:

215-07 Schools

Within the Planning Area, the Kings Canyon Unified School District currently operates three elementary schools (Lincoln, Washington, and Jefferson), Grant Middle School, and Reedley High School. Other elementary schools located in unincorporated territory (Great Western School, Riverview School, and Alta School) also serve students from the City of Reedley.

In May, 1994, the KCUSD Governing board adopted a "Development fee Justification Study" which determined that school fees, collectible under current statutory law, are insufficient to mitigate the impacts of growth upon KCUSD facilities. In recognition of this funding problem, the General Plan contains an objective that school facilities be expanded as needed to keep pace with growth in the City of Reedley.

Student enrollment is increasing within the District as a direct relationship of growth occurring in the city limits of Reedley. The 1992 City of Reedley population was 17,386 with an anticipated range of between 27,000 to 30,000 occurring by the year 2012. As a result of the anticipated population increase, three future school sites have been identified in the General Plan. The three new school sites are located at Frankwood Avenue and Floral Avenue alignment, Frankwood Avenue at Parlier Avenue, and Springfield Avenue at Buttonwillow Avenue.

Expansion of existing schools may also be necessary to accommodate the increasing student population. Reedley High School has acquired abandoned railroad right-of-way adjacent to its campus. The additional land will provide area for future expansion of high school facilities. The provision of additional classroom buildings at existing schools may also be necessary to accommodate future growth.

Two existing private schools are also located on the plan map. These schools are St. La Salle Elementary School (located at Manning Avenue and Del Altair Avenue) and Immanuel Junior High School and High school (located at Reed Avenue and Curtis Avenue). These private schools provide an alternative to public schools and serve students from the City of Reedley and surrounding areas.

RESOLUTION NO. 96-008

A RESOLUTION OF THE CITY OF REEDLEY CITY COUNCIL CERTIFYING THE NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS AND APPROVING GENERAL PLAN AMENDMENT NO. 95-2B FOR AN AMENDMENT TO THE REEDLEY GENERAL PLAN TO ESTABLISH A NEW LAND USE CLASSIFICATION (DOWNTOWN COMMERCIAL) FOR THE DOWNTOWN CORE AREA OF REEDLEY, ALONG WITH CERTAIN CHANGES TO THE GENERAL PLAN TEXT AND THE LAND USE MAP AND TO REDESIGNATE CERTAIN PROPERTIES GENERALLY LOCATED ON BOTH SIDES OF G STREET, BETWEEN 10TH STREET AND 12TH STREET, FROM CENTRAL COMMERCIAL TO DOWNTOWN COMMERCIAL.

WHEREAS, the City of Reedley Planning Commission, at the regular meeting of October 5, 1995, held a public hearing to consider an amendment to the Reedley General Plan to establish a new land use classification (Downtown Commercial) for the downtown core area of Reedley, along with certain changes to the General Plan text (Exhibit "A") and the Land Use Map (Exhibit "B") to redesignate certain properties generally located on both sides of G Street, between 10th Street and 12th Street, from Central Commercial to Downtown Commercial; and

WHEREAS, said public hearing was continued to the Planning Commission meeting of November 2, 1995; and

WHEREAS, the City of Reedley adopted an updated General Plan in August, 1993; and

WHEREAS, the City of Reedley Planning Commission recommends that to facilitate the orderly growth of the City of Reedley, in keeping with the text and policies of said Land Use Element that amendments are necessary; and

WHEREAS, the City of Reedley Planning Commission verified that a Negative Declaration was prepared for General Plan Amendment No. 95-2B and Change of Zone No. 282 pursuant to the California Environmental Quality Act of 1970, as amended; and

WHEREAS, the City of Reedley Planning Commission recommends certification of the Negative Declaration of environmental impacts and approval of General Plan Amendment No. 95-2B; and

WHEREAS, the City of Reedley City Council concurs with the findings of the Planning Commission; and

WHEREAS, the City of Reedley City Council finds that the Negative Declaration contains and reflects the independent judgement of the City of Reedley; and

WHEREAS, pursuant to AB 3158, Chapter 1706 of the Statute of 1990, the City of Reedley City Council hereby finds that an environmental assessment initial study was conducted for this project and declares that no evidence has emerged as a result of said initial study to indicate that the proposed project will have any potential, either individually or cumulatively, for adverse effect on wildlife resources.

NOW, THEREFORE, BE IT RESOLVED that the City of Reedley City Council hereby certifies the Negative Declaration of environmental impacts and approves General Plan Amendment No. 95-2B amending the Reedley General Plan to establish a new land use classification (Downtown Commercial) for the downtown core area of Reedley, along with certain changes to the General Plan text (Exhibit "A") and the Land Use Map (Exhibit "B") to redesignate certain properties generally located on both sides of G Street, between 10th Street and 12th Street, from Central Commercial to Downtown Commercial, be approved by the City of Reedley City Council, by the adoption of Resolution No. 96-008. Motion carried by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

PASSED, APPROVED, AND ADOPTED this 9th day of January, 1996.

Approved & adopted 1/9/96

LaVerne Youngberg
Mayor of the City of Reedley

ATTEST:

Elizabeth Vines, City Clerk

NOTE: If you would like a signed and certified copy of this resolution, please contact the City Clerk, Elizabeth Vines, at (209) 637-4200, Ext. 212.

EXHIBIT "A"
RESOLUTION NO. 96-008

GENERAL PLAN AMENDMENT NO. 95-2B

Proposed Textual Changes to Land Use Element -
Commercial Land Use

1. Amendment to Section 213-01 (Page 26), to read as follows:

213-01 Introduction

The Plan diagram identifies seven commercial land use designations: Central Business Commercial, Service Commercial, Community Commercial, Neighborhood Commercial, Office Commercial, Recreation Commercial and Downtown Commercial. The intent of the differentiation among the designations is to categorize various intensities of commercial development as well as to establish suitable locations and management policies for commercial development.

2. Amendment to Section 213-03.4 (Page 27), to read as follows:

213-03.4 Central Business Commercial provides for a wide range of retail, financial, professional, and governmental services in a location central to most community residents. This use is typically found near the central core area of the community and along 11th Street, between G Street and Manning Avenue.

3. Amendment to Section 213-03.5 (Page 27), to read as follows:

213-03.5 Service Commercial provides for general service uses which, due to space requirements or the distinctive nature of their operation, are not usually located in retail commercial centers. Most commercial uses which can be located in Neighborhood and Community Commercial centers should be discouraged from locating in Service Commercial areas.

The designation would primarily permit repairing, rental, sales, storage, and other intensive service oriented commercial activities. Service Commercial uses should be located along major streets where adequate vehicular access is available and where the permitted use will not adversely affect surrounding land uses.

EXHIBIT "A"
RESOLUTION NO. 96-008

4. Addition of Section 213-03.14 to read as follows:

213-03.14 The Recreation Commercial designation provides for commercial uses (both service and retail) which enhance and are compatible with the Kings River environment and its related recreation activities.

5. Addition of Section 213-03.15 to read as follows:

213-03.15 The Downtown Commercial designation provides an exclusive retail-commercial land use classification for application to the downtown core area of the community, generally along G Street, from 10th Street to 12th Street. This designation allows retail-commercial shops and certain non-retail uses which are compatible with the core downtown environment. This designation allows small, primarily retail commercial shops, businesses and restaurants which generate a quaint family-oriented, retail shopping and dining atmosphere.

6. Addition of Section 213-03.16 to read as follows:

213-03.16 The Zoning Ordinance should be amended to include a Downtown Commercial (CD) zone District which allows primarily retail commercial land uses in areas designed by this Plan as Downtown Commercial.

7. Amendment to "Land Use/Zoning Compatibility Matrix", as attached.

A:\LANDUSE.GPA

Land Use/Zoning Compatibility Matrix*

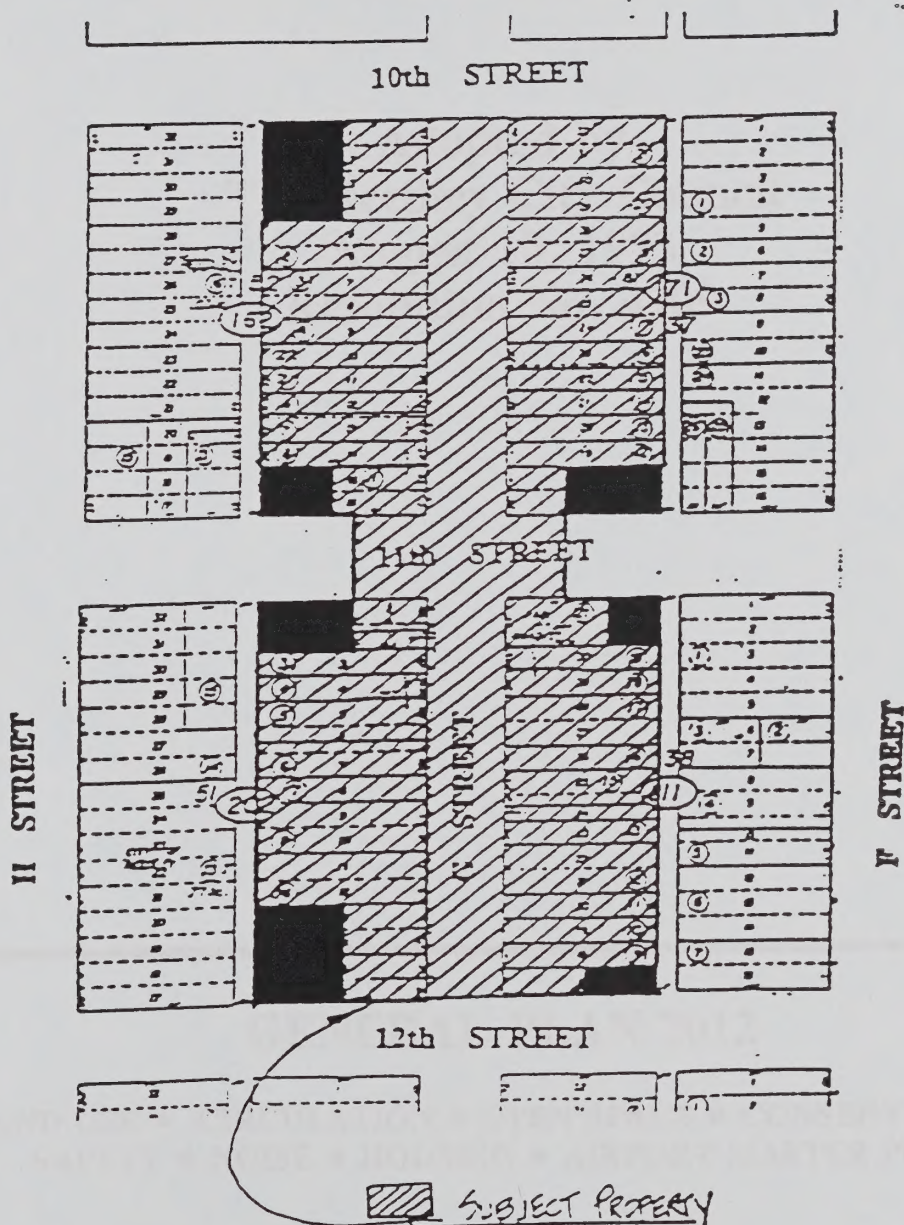
General Plan Land Use Designations	Consistent City of Reedley Zoning																						
	NCO	UR	RE	R-1-12	R-1-9	R-1-7	R-1-6	RM-3	RM-2	PO	C-AO	CN	CC	CD	CS	C-M	ML	MH	MP	FW	DT	P	
Agriculture and Open Space	★																			Δ	Δ		
Urban Reserve		★																		Δ	Δ	Δ	
Residential																							
Estate Density			★																		Δ	Δ	Δ
Low Density Residential				★																	Δ	Δ	Δ
Medium Density Residential					★	★	★	Δ													Δ	Δ	Δ
High Density Residential									★												Δ	Δ	Δ
Commercial																							
Office Commercial										★	★										Δ	Δ	Δ
Neighborhood Commercial												★									Δ	Δ	Δ
Central Commercial													★										Δ
Community Commercial													★								Δ	Δ	Δ
Downtown Commercial														★									
Service Commercial															★								
Recreation Commercial																★ ¹							
Industrial																							
Light Industrial																	★			Δ	Δ	Δ	Δ
General Industrial																		★		Δ	Δ	Δ	Δ
Public Facilities	★	★																		★	Δ	Δ	Δ

LEGEND: ★ Compatible Δ Conditionally Compatible Not Compatible ★¹ Recreation Commercial Zone to be established after adoption of this plan * Subject to policies contained in General Plan

EXHIBIT "A"
RESOLUTION NO. 96-00

Exhibit "B"
RESOLUTION NO. 96-008
General Plan Amendment No. 95-2B

Proposed change in General Plan designation from Central Commercial to Downtown Commercial on certain properties generally located on both sides of G Street, between 10th Street and 12th Street.



**CITY OF
REEDLEY**

CALIFORNIA

**Adopted by
The Reedley City Council
August 10, 1993
Resolution No. 4709**

GENERAL PLAN 2012

**LAND USE • CIRCULATION • OPEN SPACE • CONSERVATION
SAFETY • NOISE • HOUSING • AIRPORT MASTER PLAN**

100 GENERAL PLAN INTRODUCTION

101 SCOPE AND PURPOSE

102 PLANNING AREA

103 PLAN PURPOSE

104 COMMUNITY IMPACT

105 LAND USE ELEMENT

106 INTRODUCTION

107 DEFINITION OF LAND USES

108-01 General Land Use

108-02 Land Use Transition

109 RECOMMENDED LAND USES

109-01 General Land Use Transition

109-02 Land Use Transition

109-03 Land Use Transition

110 ADOPTED LAND USES

110-01 Land Use

110-02 Land Use

110-03 Land Use

111 RECOMMENDED LAND USES

111-01 Land Use

111-02 Land Use

111-03 Land Use

111-04 Land Use

111-05 Land Use

111-06 Land Use

111-07 Land Use

111-08 Land Use

111-09 Land Use

111-10 Land Use

111-11 Land Use

111-12 Land Use

112 COMMERCIAL LAND USE

112-01 Land Use

112-02 Land Use

112-03 Land Use

112-04 Land Use

113 INDUSTRIAL LAND USE

113-01 Land Use

113-02 Land Use

113-03 Land Use

113-04 Land Use

TABLE OF CONTENTS

SECTION		PAGE
100	GENERAL PLAN INTRODUCTION	1
101	SCOPE AND PURPOSE	1
102	PLANNING AREA	1
103	PLANNING PERIOD	1
104	PLAN FORMAT	2
105	COMMUNITY PROFILE	3
200	LAND USE ELEMENT	5
201	INTRODUCTION	5
202	DETERMINANTS OF CHANGE	5
202-01	Growth Indicators	5
202-02	Limits to Development	11
210	DEVELOPMENT POLICIES	12
210-01	Land Use Element Objectives	12
210-02	Land Use Designations	13
210-03	Urban Growth Management	16
211	AGRICULTURAL LAND USE	18
211-01	Introduction	18
211-02	Objectives	19
211-03	Policies	19
212	RESIDENTIAL LAND USE	19
212-01	Introduction	19
212-02	Objectives	20
212-03	Policies	20
212-04	Proposed Estate Residential Land Uses	23
212-05	Proposed Low Density Residential Land Uses	23
212-06	Proposed Medium Density Residential Land Uses	24
212-07	Proposed High Density Residential Land Uses	24
212-08	Mobile Home Parks	25
213	COMMERCIAL LAND USE	26
213-01	Introduction	26
213-02	Objectives	26
213-03	Policies	27
213-04	Proposed Commercial Land Uses	28
214	INDUSTRIAL LAND USE	29
214-01	Introduction	29
214-02	Objectives	29
214-03	Policies	29
214-04	Planned Industrial Land Uses	31

SECTION		PAGE
215	PUBLIC AND INSTITUTIONAL LAND USE	32
215-01	Introduction	32
215-02	Objectives	32
215-03	Policies	32
215-04	Sewage Disposal	33
215-05	Water and Storm Drainage Facilities	33
215-06	Fire Station	33
215-07	Schools	34
215-08	Kings River Community College	34
215-09	Parks	35
216	PLANNED UNIT DEVELOPMENT	35
216-01	Introduction	35
216-02	Objectives	35
216-03	Policies	36
217	SPECIFIC PLANS	37
217-01	Introduction	37
217-02	Southeast Reedley Industrial Area Specific Plan	37
217-03	Kings River Corridor Specific Plan	38
218	REDEVELOPMENT PLAN	39
218-01	Introduction	39
300	CIRCULATION ELEMENT	40
301	INTRODUCTION	40
302	STREET AND HIGHWAY CIRCULATION SYSTEM	40
302-01	Introduction	40
302-02	Objectives	40
302-03	Policies	41
302-04	Street and Highway System	44
302-05	Analysis of Street and Highway System	46
303	BIKEWAY TRANSPORTATION SYSTEM	46
303-01	Introduction	46
303-02	Objectives	47
303-03	Policies	47
303-04	Bikeway System	49
303-05	Analysis of the Bikeway System	50
304	PUBLIC TRANSPORTATION SYSTEM	50
305	RAIL TRANSPORTATION SYSTEM	51
306	AIR TRANSPORTATION SYSTEM	51
307	TRUCK ROUTE SYSTEM	52
400	HOUSING ELEMENT (Separate Document)	

SECTION		PAGE
500	OPEN SPACE, CONSERVATION, AND RECREATION ELEMENTS	53
501	INTRODUCTION	53
502	OBJECTIVES	54
503	POLICIES AND IMPLEMENTATION	54
504	OPEN SPACE	56
504-01	Existing Open Space	56
504-02	Open Space Standards	58
504-03	Planned Urban Park and Open Space	62
600	SAFETY ELEMENT	63
601	INTRODUCTION	63
602	OVERALL OBJECTIVES OF THE SAFETY ELEMENT	63
603	FLOOD HAZARDS	63
603-01	Introduction	63
603-02	Objective	64
603-03	Policies	64
604	GEOLOGIC HAZARDS	67
604-01	Introduction	67
604-02	General Description of Geologic Hazards Within Planning Area	67
604-03	Objective	69
604-04	Policies	69
605	FIRE HAZARDS	70
605-01	Analysis of Fire Hazards and Fire Protection Services	70
605-02	Objective	70
605-03	Policies	71
606	SEISMIC HAZARDS	71
606-01	Analysis of Seismic Hazards	71
606-02	Objectives	72
606-03	Policies	72
607	EMERGENCY SERVICES	72
607-01	Introduction	72
607-02	Objectives	73
607-03	Policies	73
700	NOISE ELEMENT	74
701	INTRODUCTION	74
702	NOISE SURVEY AND ANALYSIS	75
703	OBJECTIVES	77
704	POLICIES	78
705	NOISE CHARACTERISTICS AND DEFINITIONS	80

SECTION

800 GENERAL PLAN APPENDICES

801	APPENDIX A: ZONING COMPATIBILITY MATRIX
802	APPENDIX B: STREET AND HIGHWAY DEVELOPMENT STANDARDS
803	APPENDIX C: BIKEWAYS
803-01	Definitions
803-02	Design Standards
804	APPENDIX D: SAFETY AND SEISMIC SAFETY ELEMENTS
804-01	Definitions

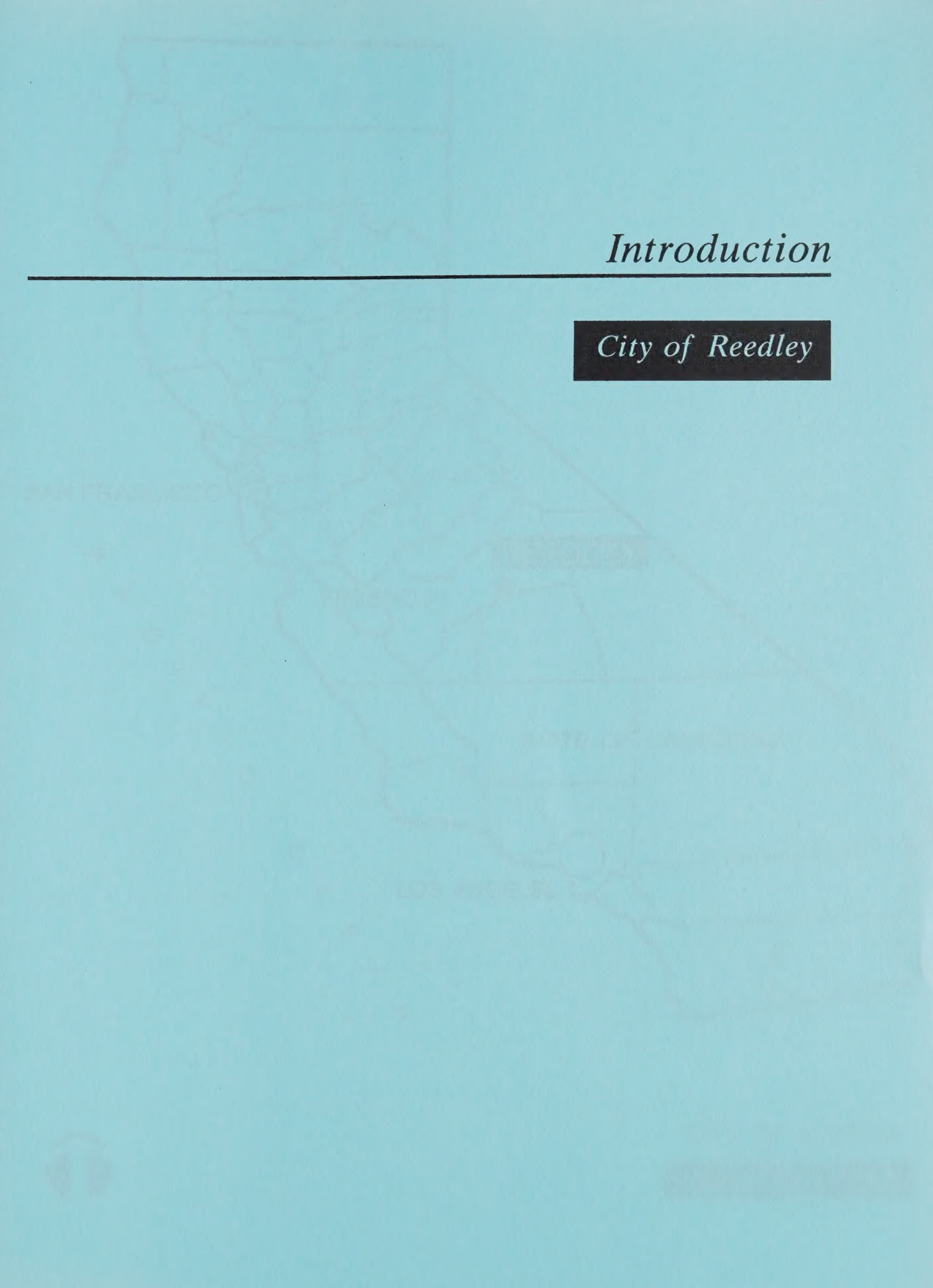
MASTER AIRPORT PLAN

LIST OF TABLES

TABLE NUMBER		PAGE
ONE	POPULATION FORECAST	6
TWO	LAND USE RESIGNATIONS BY ACREAGE	9
THREE	EXISTING OPEN SPACE	56
FOUR	OPEN SPACE ACREAGE STANDARD	59
FIVE	PLANNED PARK AND OPEN SPACE SITES	61
SIX	NOISE IMPACT ON SENSITIVE RECEIVERS	76
8	BIKEWAY PLAN	80
10	REEDLEY MUNICIPAL AIRPORT	81
11	AIRPORT SURROUNDING LAND USE	82
12	AIRPORT MASTER PLAN	83
13	TRUCK ROUTE PLAN	84
14	URBAN OPEN SPACE PLAN	85
15	KINGS RIVER FLOOD CONTROL	86
16	GEOLOGIC DATA	87
17	COMMUNITY EVALUATION	88
18	RAILWAY NOISE	89
19	REEDLEY MUNICIPAL AIRPORT	90

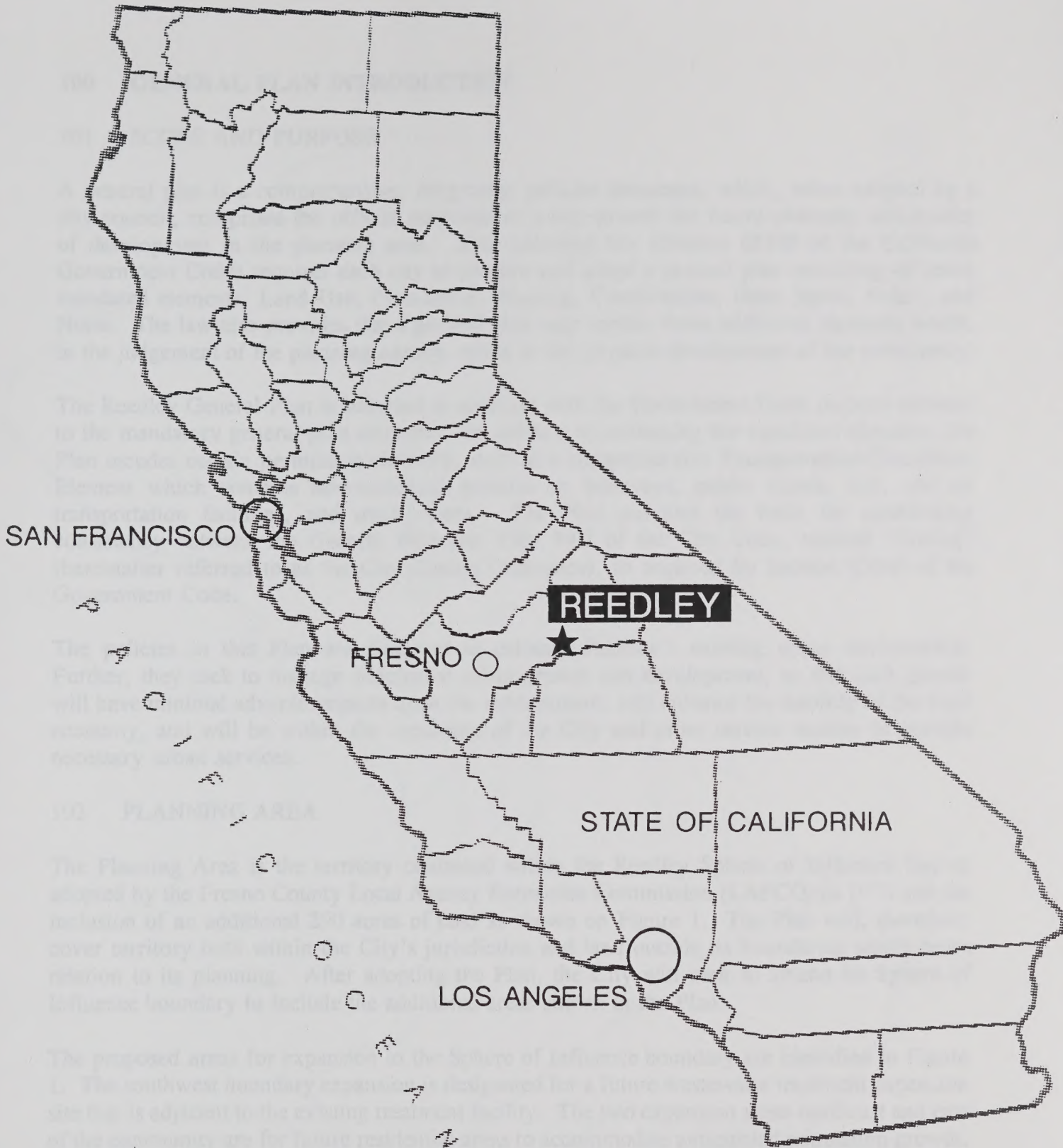
LIST OF FIGURES

FIGURE NUMBER		FOLLOWS PAGE
1	REEDLEY PLANNING AREA	1
2	EXISTING LAND USE	8
3	PRIME AGRICULTURAL SOILS	18
4	LAND CONSERVATION CONTRACTS	18
5	LAND USE/ZONING COMPATIBILITY MATRIX	39
6	SPECIFIC PLANS	39
7	REDEVELOPMENT PROJECT AREA	39
8	STREET CLASSIFICATIONS	45
9	BIKEWAY PLAN	49
10	REEDLEY MUNICIPAL AIRPORT	51
11	AIRPORT SURROUNDING LAND USES	51
12	AIRPORT MASTER PLAN	51
13	TRUCK ROUTE PLAN	52
14	URBAN OPEN SPACE PLAN	58
15	KINGS RIVER FLOOD PRONE AREA	65
16	GEOLOGIC HAZARDS	68
17	COMMUNITY EVACUATION ROUTE	73
18	RAILWAY NOISE CONTOURS	76
19	REEDLEY MUNICIPAL AIRPORT NOISE CONTOUR MAP	78



Introduction

City of Reedley



100 GENERAL PLAN INTRODUCTION

101 SCOPE AND PURPOSE

A general plan is a comprehensive, long-range policies document, which, when adopted by a city council, comprises the official statement of a city toward the future character and quality of development in the planning area. State planning law (Section 65300 of the California Government Code) requires each city to prepare and adopt a general plan consisting of seven mandated elements: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. The law also provides that a general plan may contain those additional elements which, in the judgement of the planning agency, relate to the physical development of the community.

The Reedley General Plan is intended to conform with the Government Code sections relevant to the mandatory general plan elements. In addition to containing the mandated elements, the Plan includes certain permissive elements, such as a comprehensive Transportation/Circulation Element which contains non-mandated sections on bikeways, public transit, rail, and air transportation facilities, and truck routes. The Plan provides the basis for establishing consistency between the General Plan and Title VIII of the City Code, entitled "Zoning" (hereinafter referred to as the City Zoning Ordinance), as required by Section 65860 of the Government Code.

The policies in this Plan are designed to enhance Reedley's existing urban environment. Further, they seek to manage anticipated urban growth and development, so that such growth will have minimal adverse impacts upon the environment, will enhance the stability of the local economy, and will be within the capability of the City and other service entities to provide necessary urban services.

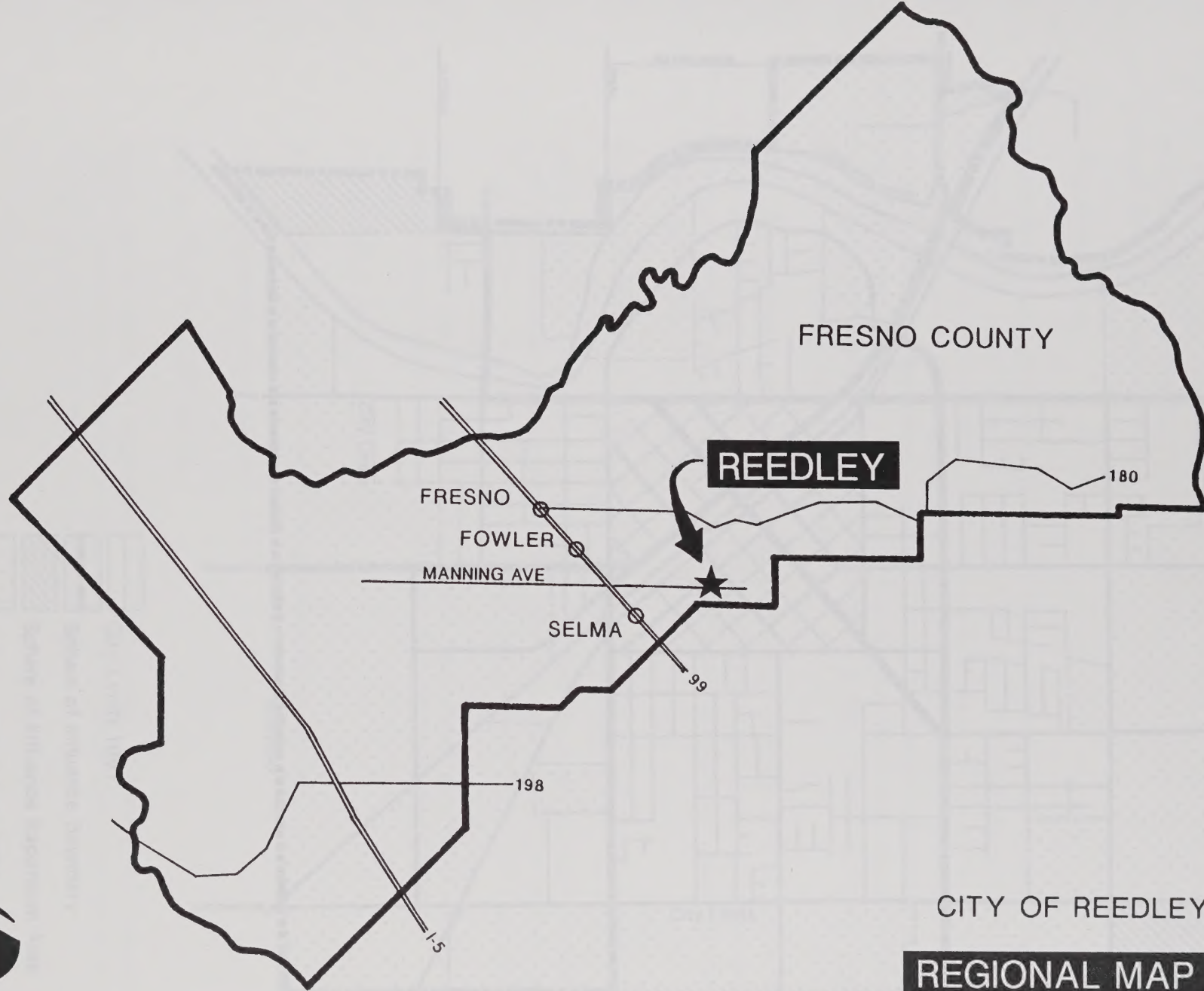
102 PLANNING AREA

The Planning Area is the territory contained within the Reedley Sphere of Influence line as adopted by the Fresno County Local Agency Formation Commission (LAFCO) in 1974 and the inclusion of an additional 290 acres of land as shown on Figure 1. The Plan will, therefore, cover territory both within the City's jurisdiction and land outside its boundaries which bears relation to its planning. After adopting the Plan, the City will seek to amend its Sphere of Influence boundary to include the additional areas shown in the Plan.

The proposed areas for expansion to the Sphere of Influence boundary are identified in Figure 1. The southwest boundary expansion is designated for a future wastewater treatment expansion site that is adjacent to the existing treatment facility. The two expansion areas northeast and east of the community are for future residential areas to accommodate anticipated population growth.

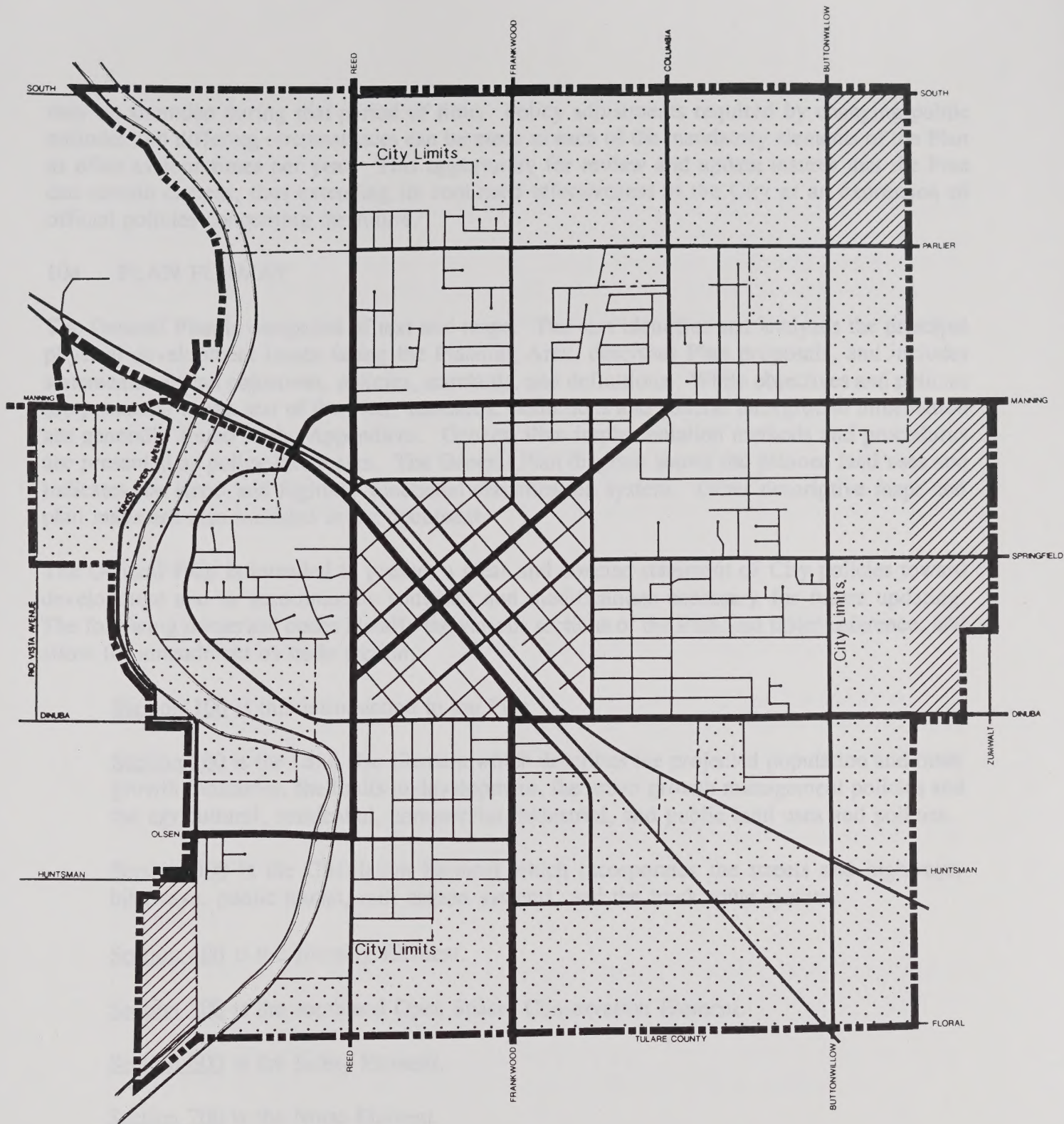
103 PLANNING PERIOD

Although the General Plan is placed within an initial time frame through the year 2012, the Plan



CITY OF REEDLEY

REGIONAL MAP



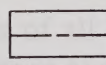
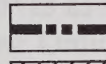
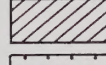
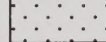
-  City Limits 1991
-  Sphere of Influence Boundary
-  Sphere of Influence Expansion Area
-  Unincorporated Area 1991

FIGURE 1
REEDLEY PLANNING AREA



may be amended during that period of time. Policy adjustments required by changing public attitudes and differing circumstances can be made to each of the mandatory elements of the Plan as often as four times per year. This opportunity for review and update insures that the Plan can remain current, thus extending its continued effectiveness to the City as an expression of official policies concerning the future.

104 PLAN FORMAT

The General Plan is composed of text and maps. The text identifies and analyzes the principal physical development issues facing the Planning Area, describes Plan proposals, and includes statements of Plan objectives, policies, standards, and definitions. While objectives and policies are presented in the text of the Plan, standards, definitions and general background information are generally found in the Appendices. General Plan implementation methods and procedures are presented as policy statements. The General Plan diagram shows the planned land uses and indicates the street and highway functional classification system. Other descriptive maps and plan maps are also included in the document.

The General Plan is intended to present a clear and concise statement of City policies toward development and to accommodate additions and modifications necessary for future updating. The following numerical codes identify the various sections of the Plan, aid faster reference, and allow for amendment by code section.

Section 100 is this introduction to the Plan.

Section 200 is the Land Use Element which describes the projected population and other growth indicators, the limits to development, the urban growth management policies and the agricultural, residential, commercial, industrial, and public land uses and policies.

Section 300 is the Circulation Element which incorporates the streets and highways, bikeways, public transit, rail, airport systems, and the truck route system.

Section 400 is the Housing Element.

Section 500 is the combined Open Space, Conservation Element.

Section 600 is the Safety Element.

Section 700 is the Noise Element.

Section 800 combines the Appendices of all the elements and specifically contains the Zoning Compatibility Matrix which serves as a guide to establishing consistency between the General Plan and the City's Zoning Ordinance.

Location and Population

The City of Reedley has a 1992 population of 17,386 persons and is located in the center of the San Joaquin Valley in Fresno County, the number one agricultural county in the nation. Reedley is situated along the Kings River in southeast Fresno County approximately 12 miles east of Freeway 99. Reedley is located 25 miles southeast of Fresno, the county seat and the same distance north of Visalia, the Tulare County seat.

Climate

Reedley, with typical Valley weather, is mild and wet in the winter and warm and dry during the summer months. The normal annual rainfall is 10 inches, with most of the rain falling in the winter. The mean temperature is 41 degrees in January and 81 degrees in July. Prevailing winds are from the northwest at a mean hourly speed of 6.4 mph.

Government

Reedley is a full service city with its own police, fire, planning, building inspection, parks and recreation, streets, water, sewer and solid waste disposal operations.

Reedley has a Council-Manager form of government with the mayor elected by the City Council. Council members serve four year terms, with elections on even-numbered years. In addition, the City of Reedley has four commissions comprised of Planning, Parks and Recreation, Aging and Airport.

The Mid-Valley Fire Protection District provides back-up fire protection service under an existing mutual aid agreement.

Agriculture

An important facet of Reedley's economy is agriculture. A wide variety of vegetables, fruits, and nuts thrive in the area's fertile soil and are packed, stored and shipped to areas throughout the world. California grapes and raisins are important items in national and international trade, with Reedley playing an integral part in their production. Tree fruit, however, is the primary product grown and packed in the Reedley area.

Education

Public elementary and secondary education in the community is provided by Kings County Unified School District (KCUSD). The district is the third largest school district in Fresno County. KCUSD is governed by a five-member board of trustees with each member representing a specific geographic area. Within the Planning Area, the Kings

Canyon Unified School District operates three elementary schools (Lincoln, Washington, and Jefferson), Grant Middle School, and Reedley High School.

Immanuel High School is a private Christian school of approximately 300 students, grades 7-12, located along the banks of the Kings River in Reedley. The Saint LaSalle grade school is a parish school with grades K-8. Kings River Community College (Reedley College), located in Reedley, is a two year college accredited by the Western Association of Schools and Colleges.

Medical Services

The city is served by one hospital and has numerous physicians, dentists and optometrists practicing in the area. Sierra Kings District Hospital is a 36-bed facility that offers a wide range of services, including emergency care. Ambulance service is provided by the Sequoia Safety Council which provides paramedic level emergency care in Reedley and the surrounding area. Reedley also has three skilled nursing facilities serving the area.

Transportation and Shipping

Highways: State Highway 99, is 12 miles west of Reedley, with I-5 65 miles to the west and SH 180 eight miles north. A four lane, divided road (Manning Avenue) connects Reedley to Highway 99.

Motor Carriers: All major motorized carriers provide service to the City of Reedley including local carriers, interstate and intrastate, all with terminals located in Fresno.

Railroads: Freight service is available from Santa Fe and San Joaquin Valley Railroads.

Bus Service: Provided by Orange Belt Stages, buses leave daily, seven days a week to Fresno and Visalia.

Air Transportation: For private aircraft, Reedley has a modern airport five miles north of town with a 3,300 foot paved and lighted runway. Hangars, 24 hour a day fuel, full time fixed base operator, mechanic and transient tie down area are also provided at the Reedley Municipal Airport. Fresno Air Terminal, 25 miles northwest of the city, provides regularly scheduled passenger and freight service with 35 flights per day.

Utilities

The City of Reedley is the main provider of water and sewer services in the area. Natural gas is supplied by the Southern California Gas Company. Pacific Gas and Electric Company is the major supplier of electricity. Telephone service is provided by General Telephone.

200 LAND USE ELEMENT

201 INTRODUCTION

Although the development of land is inherently a function of property ownership, it is the exercise of public powers of government planning, zoning, and other regulatory authority that is most responsible for the growth and development of the community. The City of Reedley is no exception.

Land Use Element

City of Reedley

The Land Use Element is a key component of the City's overall planning and development process. It provides a framework for the City's future growth and development, and it is the foundation for the City's zoning and other regulatory authority.

The City of Reedley is a city of approximately 10,000 people, located in the Central Valley of California. The City is home to a diverse population, including a large Hispanic population. The City's economy is primarily based on agriculture, with a strong focus on the production of almonds and pistachios.

202 INTRODUCTION OF CHANGES

The City of Reedley is currently reviewing the Land Use Element to ensure that it remains relevant and effective. The City is seeking input from the community on proposed changes to the Element, including changes to the zoning map and the list of permitted uses.

203-204 GENERAL INFORMATION

203-204.1 Population

The City of Reedley population was estimated by Table 203-204.1 to be approximately 10,000 in 2010. The City's population is projected to grow to approximately 12,000 by 2020. The City's population is projected to grow to approximately 14,000 by 2030.

The population of the City of Reedley has increased from 9,000 in 1990 to 11,400 in 2010. The population is projected to increase to 14,000 by 2030.

Reedley has experienced a steady growth rate over the years. The City's population is projected to grow to approximately 14,000 by 2030.

200 LAND USE ELEMENT

201 INTRODUCTION

Although the development of land is generally a benefit of property ownership, it can generate serious problems if improperly planned. Reedley's historical and present economic base is strongly tied to agriculture. The loss of agricultural land to intensive development may adversely affect Reedley's agricultural economic base. Improperly planned growth could also: (a) strain the City's ability to provide necessary urban services; (b) allow for the establishment of conflicting and otherwise undesirable land use patterns; and (c) result in improper development of flood prone areas and of lands where soil or geologic conditions pose severe limitations to intensive development.

The Land Use Element anticipates Reedley's growth and establishes urban development policies and a land use pattern which seek to minimize the potentially adverse impact of development on the local economy and environment.

Incorporated as portions of the General Plan are two previously adopted specific plans, the 1985 Southeast Industrial Area Specific Plan and the 1991 Kings River Corridor Specific Plan. The specific plans are discussed in Section 217.

202 DETERMINANTS OF CHANGE

This section of the Land Use Element evaluates the many growth-inducing factors and limits to development which will determine the extent and rate of future urban growth within the Reedley Planned Area. As such, these factors provide the basis for the plan maps and policy statements which follow both in this and in subsequent elements of the General Plan.

202-01 Growth Indicators

202-01.1 Population

The City of Reedley population data presented in Table 1 are a major indicator of the City's future growth trends. The table indicates that the City can anticipate a 68% to 86% percent increase in its population between 1991 and 2012. Such an increase will warrant a demand for additional urban land within the Planning Area.

The population of the City of Reedley has increased from 9,100 in 1975 to 13,431 in 1985. This is an increase of 47% in ten years. The population for January 1, 1992 is 17,386.

Reedley has experienced a steady growth rate over the years. The average annual growth rate from a population of 5,850 in 1960 to 11,071 in 1980 has been

TABLE 1
POPULATION FORECAST

	3.0 Percent	6.0 Percent
* 1991	* 16,238	* 16,238
1992	16,725	17,386
1993	17,226	18,245
1994	17,743	19,339
1995	18,276	20,500
1996	18,824	21,730
1997	19,389	23,033
1998	19,970	24,415
1999	20,569	25,880
2000	21,186	27,433
2001	21,822	29,079
2002	22,476	30,824
2003	23,150	32,674
2004	23,845	34,634
2005	24,560	36,711
2006	25,297	38,914
2007	26,056	41,249
2008	26,838	43,724
2009	27,643	46,347
2010	28,472	49,128
2011	29,326	52,076
2012	30,205	55,201

* 1991 State of California Department of Finance Estimate

approximately 4.5%. The growth rate since 1980 has remained at 3.5 percent with the exception of the past three years which has been at 6 percent.

The population projections for Reedley's future growth have been estimated by the State Department of Finance and shows a population of 17,950 by 1995 and 20,800 by the year 2000.

The number of housing units in Reedley has increased approximately 36% from 2,629 units in 1970 to 3,567 in 1980. Housing units increased approximately 23% by 828 units; from 3,567 in 1980 to 4,395 in 1986; and to 4,828 in 1990 or 9%.

Single parent and married couples population by age characteristics from the 1990 census are as follows:

- In 1990 the majority age group in Reedley was 25-44 years, which represented 29% (4,649 persons) of the total population. The next largest age group was 5 to 17 years (3,527 persons).
- The median age for the Reedley population in 1990 was 27.7 years.
- Married couples in Reedley comprised 60.9% of the households with children.

The population by ethnic origin in Reedley has shown a steady increase in the Hispanic population from approximately 29% of the total population in 1972 to approximately 58% in 1990. Non-Hispanic, white, and others make up 42% of the population. Race and ethnic origin of householder are as follows:

Occupied housing units	4,616
White	3,056
Black	14
Percent of occupied units	0.3
American Indian, Eskimo, or Aleut	30
Percent of occupied units	0.6
Asian or Pacific Islander	326
Percent of occupied units	7.1
Other race	1,190
Hispanic origin (of any race)	2,113
Percent of occupied units	45.8

Population forecasts based upon data from the 1990 census indicate that the State of California will grow by 20 percent in the 1990's, adding an additional 6 million people. Additional forecasts suggest that the 1990 California population of 30 million will reach 41 million by the year 2010.

It is anticipated that 60% of the growth in the State of California will occur in the Bay Area and southern California metropolitan areas. The central valley, however, will be affected by continuing growth trends produced by migration from California metropolitan areas and other states.

202-01.2 Land Availability

The total area proposed in the Reedley Sphere of Influence is 5,053 acres. 2,469 acres (approximately 50 percent) are presently incorporated in the Reedley City limits. The remainder of the land is within the unincorporated area of Fresno County and is designated for future development with various urban land use designations to accommodate anticipated growth through the year 2012. The predominant land use designated in the Plan is residential which comprises approximately 44 percent of all land uses within the Reedley Sphere of Influence.

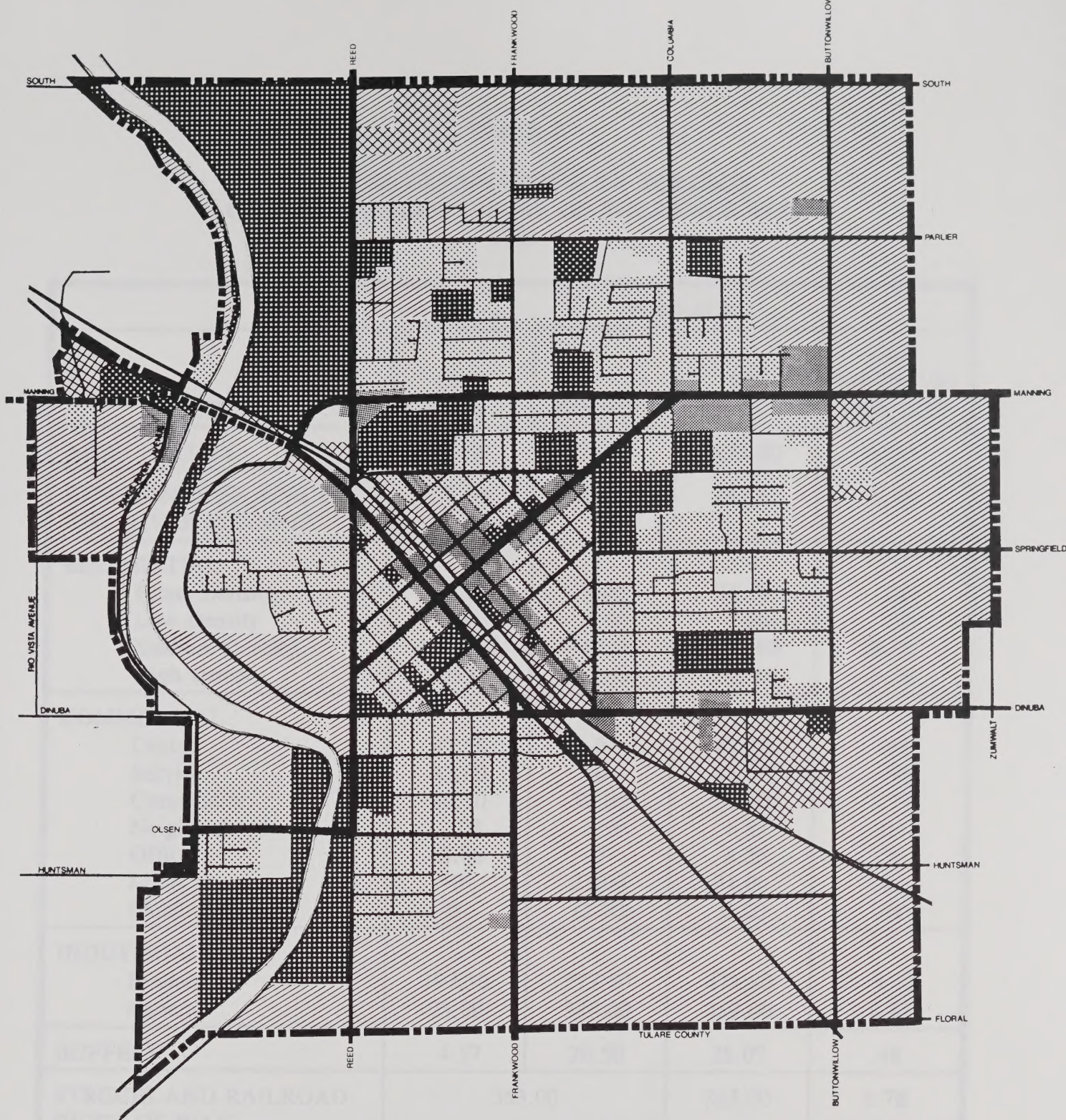
The Reedley 2012 Plan land use designations by acreage are identified in Table No. 2. The most significant change in land use from the 1977 adopted plan is the proposed 290-acre expansion of the sphere of influence boundary to accommodate a 50-acre wastewater treatment expansion area and the need for 240 acres of additional residential land to the year 2012.

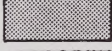
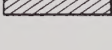
202-01.3 Governmental Services

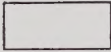
The City provides a full range of urban services to the incorporated area including sewer, water, storm drainage, and park facilities as well as police and fire protection services. Sierra Kings District Hospital provides a wide range of in-patient medical services. Sequoia Safety Council provides local ambulance services which includes paramedic level emergency care. The County of Fresno operates a branch library in the downtown area and a courthouse facility adjacent to Reedley City Hall.

In addition, the Planning Area has a full range of educational facilities including public and private schools and a junior college.

Refer to Section 215, Public and Institutional Land Use, for a more complete description of public facilities other than parks and to the Open Space Element Section 500) for an analysis of urban recreational opportunities.



-  Residential
-  Commercial
-  Industrial
-  Agricultural

-  Public Facilities, Open Space and Institutional
-  Vacant Land

Generalized

EXISTING LAND USE

FIGURE 2

CITY OF REEDLEY GENERAL PLAN

2012



0 500 1000 2000

TABLE 2

**LAND USE DESIGNATIONS BY ACREAGE
CITY OF REEDLEY SPHERE OF INFLUENCE (SOI)
2012**

ACREAGE				
LAND USE	CITY LIMITS	COUNTY	SOI TOTAL	SOI LAND USE PERCENT
AGRICULTURE	51.00	76.00	127.00	2.44
RIPARIAN OPEN SPACE AND RIVER CHANNEL	57.60	230.25	287.85	5.53
RESIDENTIAL				
Estate Density	12.00	3.00	15.00	.29
Low Density	-0-	5.00	5.00	.10
Medium Density	1191.70	787.90	1979.60	38.02
High Density	205.90	83.60	289.50	5.56
COMMERCIAL				
Central	47.70	-0-	47.70	.92
Service	45.00	-0-	45.00	.86
Community	80.10	12.00	92.10	1.77
Neighborhood	.03	1.50	1.53	.03
Office	3.06	-0-	3.06	.06
Limit	-0-	21.00	21.00	.40
Floating	-0-	(2.20)	2.20	.04
INDUSTRIAL				
Limited	197.30	277.50	474.80	9.12
General	73.00	386.00	459.00	8.82
BUFFERS	4.57	20.50	25.07	.48
STREETS AND RAILROAD RIGHT-OF-WAY	353.00		353.00	6.78

TABLE 2 - (Continued)

ACREAGE				
LAND USE	CITY LIMITS	COUNTY	SOI TOTAL	SOI LAND USE PERCENT
PUBLIC FACILITIES				
Existing Public Schools	121.00	-0-	121.00	2.32
Planned Public Schools	12.00	24.00	36.00	.69
Existing Private Schools	25.00	-0-	25.00	.48
Existing Community College	50.00	97.00	147.00	2.82
Planned Community College	-0-	176.00	176.00	3.38
Wastewater Treatment Plant	56.00	70.00	126.00	2.42
Existing Parks	63.50	-0-	63.50	1.22
Planned Parks	21.00	21.00	42.00	.81
National Guard	3.00	-0-	3.00	.06
Existing Park/Ponding Basin	19.30	-0-	19.30	.37
Planned Park/Ponding Basin	-0-	11.00	11.00	.21
Existing Hospital	6.00	-0-	6.00	.12
Existing Cemetery	38.00	-0-	38.00	.73
Existing Civic Center	3.00	-0-	3.00	.06
Existing Fire Station	2.00	-0-	2.00	.04
Airport	121.00	17.00	138.00	2.65
LANDSCAPED BUFFERS	.07	21.30	21.37	.41
TOTAL	2,509.83	2,343.75	5,206.58	100%

202-01.4 Employment Base

Reedley's future growth will continue to be influenced by agriculture, which is its principal economic base, and by the service demands placed on the community by this industry. However, the population which can be supported will also depend upon the expansion of other industrial employment opportunities.

The Land Use Element incorporates policies intended to encourage additional planned industrial growth. The Plan provides a large amount of additional potentially available industrial land -- much of it in large tracts with good access to rail and urban services.

202-02 Limits to Development

Reedley's potential for future urban growth may be affected by the following factors:

202-02.1 Geographic Boundaries

The Kings River, along the west side of Reedley, will influence the physical development of the city to the west. Limited urbanization has occurred, however, near the two existing bridges that cross the river at Manning and Olsen Avenues.

The Fresno-Tulare County line, which is generally at Floral Avenue, restricts development in that direction due to the political jurisdictional change in land use and growth policies. In addition, it is City policy to provide new urban services only to areas which are located within the City limits. This policy is used to direct and manage growth.

202-02.2 Flooding Hazards

The U.S. Geological Survey has delineated a portion of the area between Reed Avenue and the Kings River as flood-prone. The Safety Element includes a description of the hazard together with a map of the flood-prone area. The Safety Element includes a description of the hazard together with a map of the flood-prone area. The Safety Element, together with the Open Space Element, establish detailed policies with regard to urban development in the flood hazard areas. In addition, State Reclamation Board and Federal Emergency Management Agency (FEMA) rate maps have developed criteria for flood affected areas.

202-02.3 Soil Limitations

According to the U.S. Soil Conservation Service, portions of the Planning Area have soils which exhibit moderate-to-severe limitations for supporting building

foundations. These potentially hazardous areas are described in the Geologic Hazards unit of the Safety Element (Section 604) together with the mitigation measures which are designed to guide urban development within these geologically hazardous areas.

202-02.4 Agriculture and Rural Development

The Reedley area has a large amount of productive and potentially productive agricultural land. Land Use Element policies seek to minimize its premature conversion to urban uses.

In addition, existing intensive agricultural uses within agricultural and conservation contracts may limit the opportunities for urban expansion in some areas. (See Figure 4)

210 DEVELOPMENT POLICIES

210-01 Land Use Element Objectives

The following is a set of overall objectives for the future land use of the Reedley Planning Area. They form the basis for the more detailed statements of objectives and policies which are included later under the appropriate sections of the Element. These objectives are derived, in part, from the more specific statements of overall objectives which were included in the 1977 Plan.

- 210-01.1 Protect the agricultural economic base of the Reedley area by encouraging the preservation of the maximum feasible amount of productive and potentially productive agricultural land.
- 210-01.2 Establish a pattern of urban development which provides for the economically efficient provision of urban services with particular emphasis on sewer and water infrastructure.
- 210-01.3 Seek a balanced and compatible distribution of land uses which accommodates the projected population growth.
- 210-01.4 Encourage the proper management of land which exhibits flooding and geologic hazards.
- 210-01.5 Allow property owners to buy, sell and improve the value of their property.

210-02 Land Use Designations

The following is a list and description of the land use designations which are used on the Plan map. The designations are intended to facilitate understanding and minimize the potential for misinterpreting the General Plan.

The designations, to some extent, express policy intentions and are, therefore, reflective of City policy. More detailed discussion of land use policies can be found in the appropriate sections of the Land Use and Open Space Elements.

210-02.1 Agriculture

Shall mean land designated for the production of crops and livestock, and for the location of necessary agricultural processing, storage and other related facilities which are principally involved in product processing and packaging for products grown on the farmsite.

210-02.2 Urban Reserve

Shall mean land designated for limited agriculture that will in the future be designated with an urban land use. The specific urban use will be determined at a later date through a General Plan amendment.

210-02.3 Estate Density Residential

Shall mean land designated for single-family detached residential development at a density not to exceed one dwelling unit per 30,000 square feet of lot area.

210-02.4 Low Density Residential shall mean land designated for single-family detached residential development at a density not to exceed one dwelling unit per 12,000 square feet.

210-02.5 Medium Density Residential

Shall mean land designated for single-family detached residential development at a density generally not to exceed one dwelling unit per 6,000 square feet of lot area. In certain circumstances (refer to 212-03.3), a limited number of lots may, however, be developed at a density not to exceed 3,000 square feet of lot area per dwelling unit.

210-02.6 High Density Residential

Shall mean land designated for multiple-family residential development at a density not to exceed one dwelling unit per 1,500 square feet of lot area.

- 210-02.7 Office Commercial
- Shall mean land designated for development of administrative, business, medical, professional, and general offices. Residential uses, both multiple-family and single-family, are also allowed under this designation.
- 210-02.8 Neighborhood Commercial
- Shall mean land designated for the various intensities of commercial activities serving a local area. Such activities may range from a single commercial use to a neighborhood shopping center of up to five acres.
- 210-02.9 Community Commercial
- Shall mean land outside the central core which is designated for the development of a wide range of retail business and compatible services designed to serve the entire community. Where possible, the uses should be concentrated into unified retail centers.
- 210-02.10 Central Business Commercial
- Shall mean land designated for the development of a commercial center where a wide range of retail services and professional and governmental offices is concentrated in a location that is central to most community residents.
- 210-02.11 Service Commercial
- Shall mean land designated for general commercial uses which, due to space requirements or the distinctive nature of their operations, are not usually located in commercial centers.
- 210-02.12 Recreation Commercial
- Shall mean land designated for the development of commercial recreation and uses which cater to the travelling public. This designation is for tourism purposes and should be implemented through the conditional use permit process for review and approval.
- 210-02.13 Floating Neighborhood Commercial
- Shall mean land designated for a neighborhood commercial use at a major intersection. The site shall not exceed 2 acres in size and shall be developed on

one corner only. The determination as to which corner shall be selected for the neighborhood commercial use, and the uses to be allowed, shall be accomplished through the conditional use permit process.

210-02.14 Limited Industrial

Shall mean land designated for restricted, non-intensive manufacturing, processing, and storage activities which do not have the potential for detrimental impacts on surrounding properties.

210-02.15 General Industrial

Shall mean land designated for the full range of manufacturing, processing, and storage activities.

210-02.16 Public Facilities

Shall mean land designated for the location of governmental and quasi-governmental facilities and services which are necessary to the general welfare of the community. Typical uses include the waste water treatment plant, ponding basins, parks, schools, and cemeteries. Public facilities are generally identified by name on the Plan map.

210-02.17 Open Space

Shall mean land or water areas which are essentially unimproved except for recreational facilities, and designated for an open space use. Typical areas include wildlife habitats, floodplain land, and other hazard areas and public and private recreational facilities. Agricultural uses may also be permitted in open space areas.

210-02.18 Buffers

Shall mean land designated for the purpose of urban landscaping that will provide beautification and protection along selected public streets and serve as a transition to high intensity urban uses. Buffers shall be at least 20 to 50 feet in width from face of curb (this includes public right-of-way and 10 to 40 feet of landscaping). Buffers may incorporate trees, ground cover, sidewalks, walls and architectural design features of aesthetic appeal. Buffer strips may be provided on private property or dedicated to the City for maintenance, subject to establishment of a Lighting and Landscape Maintenance District or similar funding mechanism for maintenance.

The proposed buffer strip along the west side of Kings River Road shall be landscaped in a manner which is compatible with the Kings River riparian area.

210-03 Urban Growth Management

210-03.1 Introduction

Anticipated future population and economic growth in the Reedley Planning Area will create a demand for the conversion of productive agricultural land to urban uses. The conversion of individual agricultural properties has the rippling effect of causing adjoining parcels to be converted to non-agricultural uses because of rising land values and conflicts with other land uses and the inhibiting effect of increased numbers of people on normal agricultural operations.

If unplanned and uncontrolled, such urban growth can not only change the whole character and economic base of the community, but could cost local government in the Reedley area more for additional urban services and facilities than the amount it would receive from new tax revenues.

Reedley's future urban growth will necessarily require the continued conversion of productive farmland to intensive non-agricultural uses. However, the policies in this section seek, where possible, to minimize the premature and unplanned conversion of agricultural land primarily by recommending the establishment of an urban growth management program designed to assure orderly growth on the urban fringe. These policies form the basis for the more specific growth management policies which are included later under the appropriate sections of the Land Use Element.

210-03.2 Objectives

210-03.2.1 Establish urban growth management policies which seek to minimize the premature conversion of productive and potentially productive agricultural land to urban uses.

210-03.2.2 Encourage a concentrated urban land use pattern which provides for the economically efficient provision of urban services.

210-03.3 Policies

210-03.3.1 The Plan should foster the establishment of a concentrated urban development pattern, with land outside the planned urban area being designated exclusively for Agriculture. Planned agricultural land shall be preserved in accordance with the policies under 211-03.2.

210-03.3.2

Within the existing non-urban areas planned for future urban development, the City should establish an urban growth management program which consists of the following points:

- a. New urban development should occur in an orderly manner with initial development occurring on the available undeveloped properties which are closer to the built-up area. Specifically, development should occur in accordance with policies 213-03.6, 213-03.11 and 215-03.1, 2 and 3.
- b. The City should promote and provide urban services to development within the City as a means of controlling and directing growth. However, services to areas outside the City jurisdiction may be provided in conjunction with future annexation of property and/or development agreements consistent with the long range plan.
- c. Fresno County should refer all applicants for subdivision, rezoning, and conditional use permit to the City for annexation, so that all urban development within the Planning Area occurs in a manner consistent with long range land use goals and objectives.
- d. Initial development shall incorporate necessary infrastructure to accommodate future development for the surrounding area that is consistent with goals and objectives of the plan. A reimbursement agreement or other mechanisms may be provided to the developer as a means to share the equitable burden of costs.
- e. Specific development proposals filed with the City for land which is suitable for annexation should be: (1) pre-zoned, or (2) zoned consistent with the General Plan within a reasonable time after annexation to the City.
- f. Properties proposed for annexation which are designated in the General Plan as Medium Density Residential should be zoned to the new R-1-7 (Single-Family Residential - 7,000 square feet minimum site area) Zone District, as authorized in Policy 212-03.12.2 or the existing R-1-9 (Single-Family Residential - 9,000 square feet minimum site area) Zone District.
- g. Properties proposed for annexation which are designated in the General Plan as High Density should be zoned to the RM-2.5 (Multi-Family Residential - 2,500 square feet minimum site area per dwelling unit) Zone District and new RM-3.5 (Multi-Family

Residential - 3,500 square feet minimum site area per dwelling unit) Zone District as authorized in Policy 212-03.12.4 and Policy 212-03.12.5.

211 AGRICULTURAL LAND USE

211-01 Introduction

Certain agricultural lands, due to inherent capabilities of the soil, have the ability to produce greater sustained yields and/or a wider variety of crops than do other agricultural lands. Reedley has substantial areas of such highly productive Class I and II (prime) agricultural land. Figure 2 indicates that this prime soil is located in a large north-south band generally to the west of the East Avenue alignment. Large areas of prime farm land are also found to the south of Dinuba Avenue and on the east near Buttonwillow Avenue.

Much of the prime agricultural land has already been converted to urban uses, and conversion will continue as urban growth occurs in the future. Such conversion tends to diminish the area's agricultural production capability and the economic viability of agriculture. It may have a detrimental impact on surrounding agricultural operations to the extent that future losses in production may occur. The policy statements in this section, therefore, reflect a basic commitment to preserve the existing productive and potentially productive agricultural land for as long as possible while recognizing the need to maintain economic stability and allow for urban growth.

The Plan map indicates the location of the land designated for Agriculture. The majority of designated agricultural land is located in the unincorporated fringe area of the community and is, therefore, under the jurisdiction of Fresno County. For that reason, many of the policies included in this section of the Land Use Element refer to actions necessarily effected by the County.

Most of the property designated for Agriculture has already been zoned AE-20 by Fresno County. This zone is intended to be an exclusive district for agriculture and for those uses which are a necessary and an integral part of an agricultural operation. More specifically, it is designed to protect agriculture from encroachment of non-related uses which would be injurious to agriculture. The district establishes a minimum 20-acre parcel size for newly created lots.

In addition, as indicated on Figure 3, the County has entered into California Land Conservation Contracts in several areas of the urban fringe. Many of the contracts have been formally protested by the City which means that the contract could be canceled immediately upon annexation to the City.

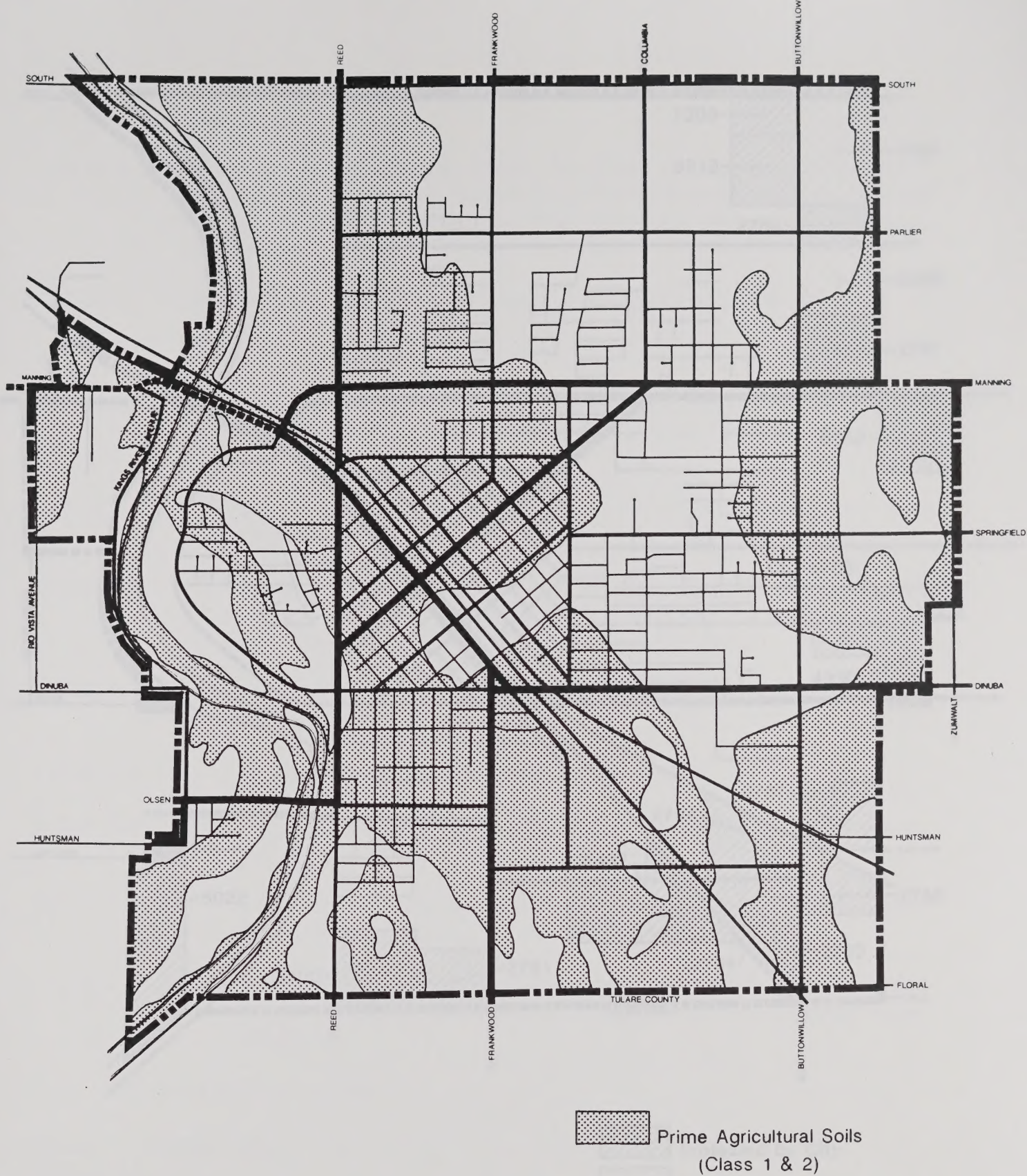
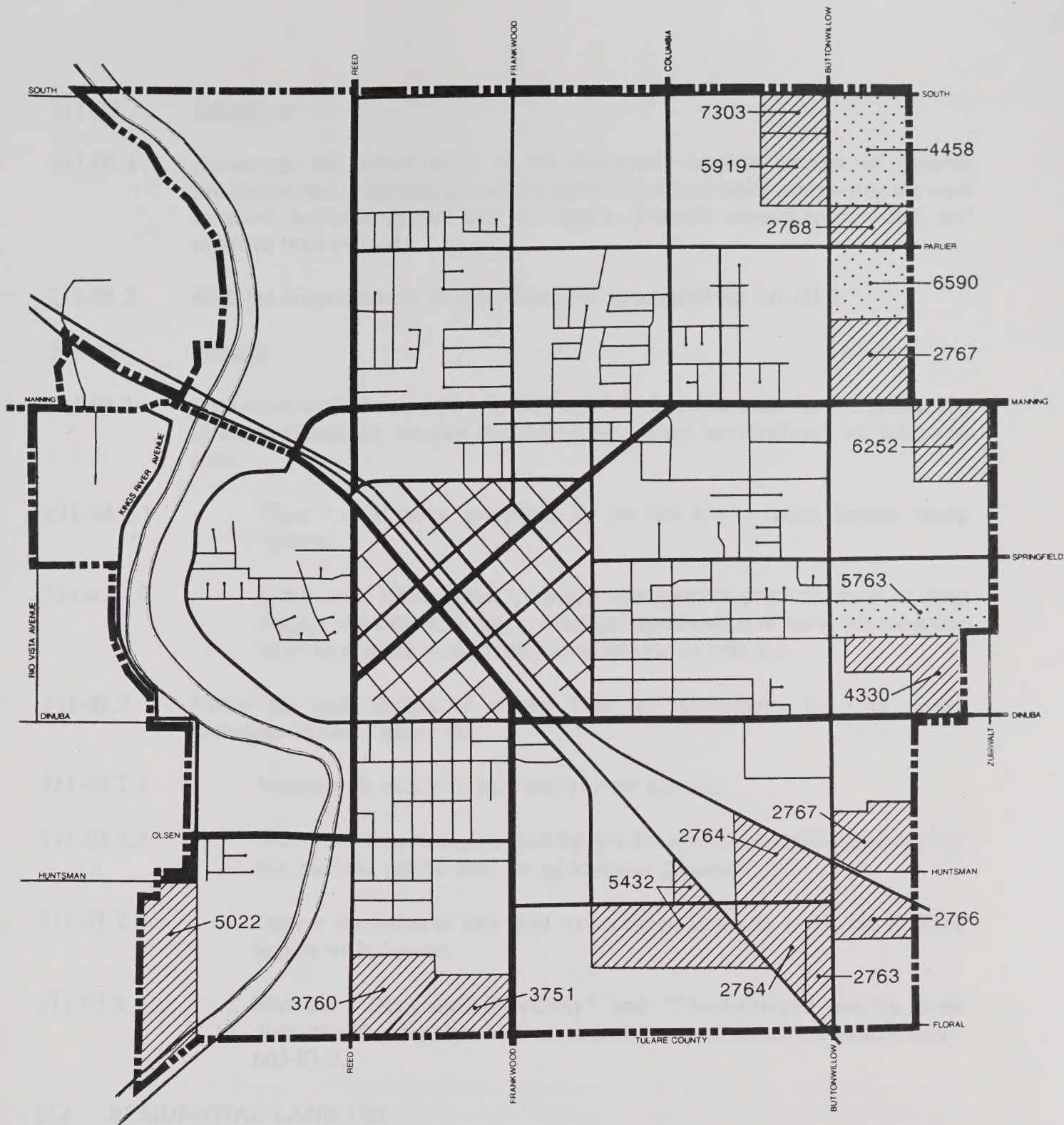


FIGURE 3
PRIME AGRICULTURAL SOILS



-  Protested by City
-  Unprotested by City

FIGURE 4
LAND CONSERVATION CONTRACTS

211-02 Objectives

211-02.1 Encourage the preservation of the maximum feasible amount of existing productive and potentially productive agricultural land while recognizing the need to allow for urban growth and the right of property owners to buy, sell, and improve their property.

211-02.2 Seek the cooperation of Fresno County in accomplishing 211-02.1.

211-03 Policies

211-03.1 Productive agricultural land includes soils which are suitable for the production of most climatically adapted irrigated crops. Such land includes the following soils:

211-03.1.1 Class I or II soils, as defined by the Soil Conservation Service rating system;

211-03.1.2 Other soils which through special management practices such as deep ripping of hardpan, leveling, drainage modification or toxic salt reduction have been made to meet the above criteria 211-03.1.1.

211-03.2 Within the areas designated on the Plan for Agriculture, the City should encourage Fresno County to:

211-03.2.1 Maintain an exclusive agricultural zone district.

211-03.2.2 Maintain a minimum permitted lot size for agricultural land which assures that the land can be used for agricultural purposes.

211-03.2.3 Oppose formation of new land conservation contracts within the Reedley Sphere of Influence.

211-03.2.4 Maintain "Designated Floodway" and "Flood-Fringe" overlay zone districts within flood prone areas in accordance with Safety Element policy 603-03.2.

212 RESIDENTIAL LAND USE

212-01 Introduction

The Land Use Plan map identifies Estate, Low, Medium, and High Density Residential uses. These four designations recognize differences among residential environments. The intent is to establish residential environments which reflect particular lifestyle

choices including dwelling unit type, density, and environmental setting. In keeping with this intent, the residential designations provide for a wide range of dwelling types. The residential densities identified herein are maximum densities; residential densities for specific development projects will be determined through the land division, conditional use permit, and/or site plan review processes of the City. (See Housing Element Section 400.)

212-02 Objectives

- 212-02.1 Provide for the distribution of varying densities throughout the community to ensure that residential environments reflect various lifestyle options and the needs for community shelter.
- 212-02.2 Insure that residential development occurs in a manner which recognizes the limitations caused by soil and physical features.
- 212-02.3 Insure that residential development occurs in areas that have sufficient physical infrastructure, to accomodate the density of residential development being proposed.

212-03 Policies

- 212-03.1 Estate Residential provides for residential opportunities that are exclusively single family dwellings on generous open space parcels of land that have a minimum of 30,000 square feet.
- 212-03.2 Low Density Residential provides for residential opportunities which combine the space and privacy of a suburban setting with the amenities and services of an urban area. The predominant residential type is the single family dwelling unit. A minimum of 12,000 square feet of lot area per dwelling unit shall be required.
- 212-03.3 Medium Density Residential provides for a residential environment generally found in conventional single family subdivisions, and requires a minimum, generally, of 6,000, 7,000 or 9,000 square feet of lot area per dwelling unit, depending upon applicable single family residential zone designation.

Areas zoned R-M-3 (Multi-family Residences - 3,000 sq. ft. minimum site area per dwelling unit) at the time of adoption of this plan may be considered for development at a density not to exceed 3,000 square feet of lot area per dwelling unit. Criteria for the development of this type shall be in accordance with the following:

- The architectural design shall be compatible with the surrounding character of the residential area.

- The development shall have adequate on-site parking that is designed to be aesthetically pleasing in a manner that does not distract from the residential character of the area.
- Adequate sewer and water facilities are available to serve the proposed development.
- The development site shall be of a size and configuration that is adequate to accommodate sufficient yard areas and open space consistent with the character of the surrounding residential area. Open space areas shall include an area of adequate size for children's play.
- Approval for this type of development shall be accomplished through the conditional use permit process.

212-03.4 High Density Residential provides predominantly for multiple family-type residential uses, but may also permit two- and three-family dwelling units. A minimum of 2,000 square feet of lot area per dwelling unit is required, however, the maximum permitted density shall be based upon the applicable zoning classification. The maximum density allowed on any individual site will be determined by parking requirements, landscaping requirements, provisions for useable open space and overall physical design to fit the character of the surrounding area.

212-03.4.1 To provide a wider range of multiple-family residential opportunities, the City Council shall consider establishing additional multiple-family residential zone districts with minimum site area per dwelling unit standards of 2,500 and 3,500 square feet.

212-03.5 Community sewer and water service shall be required for residential developments.

212-03.6 Land located within the unincorporated area and planned for residential use should be developed within the City in accordance with policies 210-03.3.2 (b) and (c).

212-03.7 In order to promote orderly growth, any development which occurs shall have infrastructure to full extent necessary to serve the property, prevent leapfrog development and provide for the logical extension of infrastructure services. Residential development should occur in an orderly manner and should be encouraged to develop as follows:

- 212-03.7.1 First Stage:
Development should occur on the available vacant, underdeveloped, or agricultural properties already located in the City and planned for residential development.
- 212-03.7.2 Second Stage:
Development should occur on the available unincorporated vacant, underdeveloped, or agricultural properties which are adjacent to developed lands located in the City and planned for residential development. Development of this property shall occur only when necessary urban services are readily available and after annexation of the property occurs.
- 212-03.8 Planned residential uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the Uniform Building Code shall be permitted to develop in accordance with Safety Element policies 604-04.
- 212-03.9 Residential development shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies of Section 603-03.
- 212-03.10 Planned unit developments may be permitted in planned residential areas subject to the provisions of section 216.
- 212-03.11 Mobile Home Parks may be permitted in residential areas subject to the issuance of a Conditional Use Permit.
- 212-03.12 In order to insure compatibility between the City Zoning Ordinance and the General Plan, the Ordinance should be amended as follows:
- 212-03.12.1 Amend the zoning ordinance by establishing an R-1-30 zone district to permit a minimum 30,000 square foot of lot area per dwelling.
- 212-03.12.2 Amend the Zoning Ordinance to include an R-1-7 Zone District to establish a single-family residential zone district with a 7,000 square foot minimum lot size.
- 212-03.12.3 Amend the Zoning Ordinance to delete the RM-1.5 Zone District.
- 212-03.12.4 Amend the Zoning Ordinance to include an RM-2.5 Zone District to establish a multi-family zone district with a maximum density of 2,500 square feet minimum site area per dwelling unit.

- 212-03.12.5 Amend the Zoning Ordinance to include an RM-3.5 Zone District to establish a multi-family zone district with a maximum density of 3,500 square feet minimum site area per dwelling unit.
- 212-03.13 Multiple family projects shall be designed and operated in a manner which satisfied the needs of tenants and minimizes impacts to surrounding properties.
- 212-03.13.1 New multiple family residential projects shall contain no more than 50 residential dwelling units and shall have a maximum size of 5 acres, provided that said limitations shall not be applicable to multiple-family residential projects which are permanently restricted to occupancy by senior citizens only and are approved through the conditional use permit process.
- 212-03.13.2 New multiple family residential projects shall include provisions to ensure the safety and security of residents, the maintenance of buildings and landscaped areas, and the effective and responsible management of the apartment complex.
- 212-03.14 The City shall consider establishing a minimum standard for the provision of open space within new multiple family projects to meet the needs of both children and adults.
- 212-03.15 The RM-1.5 (Multiple-Family Residential - 1,500 square feet minimum site area per dwelling unit) shall be deleted from the Zoning Ordinance.

212-04 Proposed Estate Residential Land Uses

The Plan applies the Estate Density designation only to the area west of Kingswood Parkway within the Kings River corridor. The purpose of this designation along Kingswood Parkway is to provide a large residential lot setting adjacent to the Kings

River open space. Spacious side yards between dwellings will allow ample views of the river's riparian vegetation from the street and public right-of-way. Refer to KRCSP for a description of the design standards for estate developments.

212-05 Proposed Low Density Residential Land Uses

The purpose of this designation is to create a low density residential area with a minimum of one dwelling unit for each 12,000 square feet of site area. This land use designation is located west of the Kings River as a means to establish the basis for a future pattern of low density residential development along the Kings River corridor.

Historically, the preferred residential pattern in Reedley has been Medium Density Residential development. A major emphasis of this Plan is to continue this trend. Most of the areas indicated for Medium Density represent existing zoning and land use patterns. The amount of Medium Density Residential land which has been designated on the land use map will be adequate to meet the projected 2012 demand for this type of housing.

New Medium Density development in recent years has been predominantly north of Manning Avenue and also east of Reed Avenue near the Kings River. The Plan continues the trend to the north by indicating new Medium Density areas north of Parlier Avenue. The Plan also provides for residential expansion on the east side of Buttonwillow Avenue. New Medium Density development planned in the area west of Reed Avenue is limited by physical constraints of the Kings River and represents approximately 70 acres of developable Medium Density Residential land. The Plan proposes a total of 240 acres of Medium Density along the east side of the community. This will require an amendment to the current Sphere of Influence boundary which was adopted in 1974 and updated in 1982.

Residential subdivisions and development review, in the recent past, has resulted in considerable discussion about the size of lots for single family dwellings in the medium density residential land use designation. Particular interest has been voiced to consider an alternative zoning classification for an 7,000 square foot minimum lot size. This additional minimum lot size in conjunction with the 6,000 square foot and 9,000 square foot lot sizes would allow a variety of choice to be considered for future residential subdivision development.

Numerous areas designated on the Plan map for High Density reflect existing land use or continue land use designations from the 1977 General Plan. Although some of the High Density pattern is generally similar to that indicated on the 1977 Plan, certain High Density uses shown on the earlier Plan have been eliminated. In addition, several new high density areas have been designated to accommodate anticipated future demand for multiple-family residential uses. These areas have been dispersed throughout the community to avoid concentrating multiple-family residential uses in one area and to provide for multiple-family opportunities in all income brackets.

High Density Residential uses not previously indicated on the 1977 Plan include the High Density uses planned for:

- (1) The southeast quadrant of Frankwood Avenue and South Avenue. This area surrounds a planned neighborhood commercial corner.

- (2) The northwest corner of Buttonwillow and Parlier Avenues.
- (3) The southwest corner of Buttonwillow and Parlier Avenues.
- (4) The southeast corner of Buttonwillow and Parlier Avenues.
- (5) The northeast corner of Buttonwillow and Springfield Avenues.
- (6) The northeast corner of Buttonwillow and Dinuba Avenues.
- (7) Along the western edge of the industrial park area, to serve as a buffer between industrial uses and single family residential areas located on the east side of Frankwood Avenue.

212-08 Mobile Home Parks

212-08.1 Introduction

Mobile home occupancy is one of numerous residential alternatives for the Reedley community. Interest has been expressed in providing additional mobile home parks within the Reedley area during the planning period.

The potential for increased use of mobile homes as residences within the Reedley area requires the establishment of policies for the proper management of the parks to enhance their value and to insure their compatibility with surrounding land uses.

212-08.2 Objective

Accommodate the use of mobile homes as an alternative residential dwelling type and insure the compatibility of mobile home parks with surrounding land uses.

212-08.3 Policies

212-08.3.1 The City Zoning Ordinance should be amended to:

- a. Permit mobile home parks within areas designated as Medium Density Residential and High Density Residential subject to the issuance of a conditional use permit.

212-08.3.2 Mobile home parks may be permitted in the areas described above in accordance with the following policies:

- a. The most desirable location for a mobile home park is on the periphery of a residential neighborhood or in a transitional land use area.
- b. The density of the mobile home park shall not exceed the maximum permitted density of the underlying residential designation.
- c. Mobile home development shall have access to major streets.
- d. Mobile home development shall incorporate design standards necessary to protect the quality and integrity of surrounding land uses.
- e. Community sewer and water services shall be required.
- f. Mobile home park development shall incorporate a comprehensive landscape plan designed to enhance the aesthetic quality of the park and provide buffering necessary to maintain harmony and compatibility with surrounding land uses.

213 COMMERCIAL LAND USE

213-01 Introduction

The Plan diagram identifies seven commercial land use designations: Central Business Commercial, Service Commercial, Community Commercial, Neighborhood Commercial, Office Commercial, Limited Commercial and Floating Commercial. The intent of the differentiation among the designations is to categorize various intensities of commercial development as well as to establish suitable locations and management policies for commercial development.

213-02 Objectives

- 213-02.1 Establish planned commercial areas to efficiently and effectively meet the needs of the public.
- 213-02.2 Provide for the compatibility of commercial land uses with surrounding land uses.
- 213-02.3 Provide for the timely development of planned commercial areas as determined by community needs and the availability of urban services.
- 213-02.4 Encourage further efforts to strengthen the Central Business area, including linking it with shopping units on Manning.

213-03 Policies

213-03.1 Office Commercial provides for the location of administrative, business, medical, professional, and general offices. Residential development would also be appropriate in this land use designation. Office Commercial uses are primarily intended as a transition area between residential and more intensive commercial uses.

213-03.2 Neighborhood Commercial provides for various intensities of commercial activities serving a local neighborhood area. Such activities may range from a single commercial use to a neighborhood shopping center of up to five acres.

Neighborhood Commercial areas should be located near population centers and provide convenience goods, personal services, general merchandise and specialty items for the living needs of residents of the immediate neighborhood.

Visual compatibility with the surrounding residential pattern should be required.

Locations at one corner of an intersection are the most appropriate.

213-03.3 Community Commercial supplements Central Business Commercial (refer to 213-03.4), retail, business, and other services by providing a wide range of consolidated shopping opportunities near residential concentrations. Such activities serve the entire community. The uses should be concentrated into unified retail centers of five to 15 acres in size. Visual compatibility with the surrounding residential pattern should be required.

213-03.4 Central Business Commercial provides for a wide range of retail, financial, professional, and governmental services in a location central to most community residents. This use is typically found in the central core area of the community.

213-03.5 Service Commercial provides for general commercial uses which, due to space requirements or the distinctive nature of their operation, are not usually located in commercial centers. Most commercial uses which can be located in Neighborhood and Community Commercial centers should be discouraged from locating in Service Commercial areas.

The designation would primarily permit repairing, rental, sales, storage, overnight lodging, and other intensive service oriented commercial activities. Service Commercial uses should be located along major streets where adequate vehicular access is available and where the permitted use will not adversely affect surrounding land uses.

- 213-03.6 Community sewer and water services shall be required for commercial development.
- 213-03.7 Planned commercial uses which are located within the unincorporated area should be developed within the City in accordance with policies of Section 210-03.3.2(a) and (b).
- 213-03.8 Permanent off-street parking facilities shall be required within designated commercial areas in accordance with City Code standards. The parking facility should be designed to be compatible with the surrounding land use pattern. Off street parking areas shall include landscaping to provide shading for at least 50 percent of the surfaced area.
- 213-03.9 Planned commercial uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the U.S. Soil Conservation Service, shall be permitted to develop in accordance with Safety Element policies of Section 604-04.
- 213-03.10 Commercial uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies of Section 603-03.
- 213-03.11 The planned Neighborhood Commercial area should be permitted to develop only when the residential development in the immediate area justifies the need for the commercial land.
- 213-03.12 Planned unit developments may be permitted in planned commercial areas subject to the provisions of Section 216.
- 213-03.13 Encourage continued efforts to improve the appearance of the Central Business area including the commercial corridor on 11th Street.
- 213-04 Proposed Commercial Land Uses

The Plan provides a total of approximately 212 acres of commercial land. On the basis of available commercial projections, it is anticipated that this amount of commercial land should be adequate to meet the demand up to 2012.

While most of the commercial land indicated on the Plan map reflects existing zoning and land use, as well as previous planning commitments, some of the proposed commercial area are new to this Plan. New commercial areas include:

- An area of land west of the Kings River, along the south side of Manning Avenue is designated Recreation Commercial. Motels, gas stations, restaurants, and commercial recreational uses are typical types of development that would occur in this designation.
- An area of land located at the northeast corner of Buttonwillow and Dinuba Avenues has been designated Neighborhood Commercial.
- The southeast corner of South Avenue and Frankwood Avenue is designated for Neighborhood Commercial.

214 INDUSTRIAL LAND USE

214-01 Introduction

The Plan map identifies two industrial land use classifications: Limited Industry and General Industry. The differentiation is intended to direct industrial development to sites where conflicts with other land uses are minimized.

214-02 Objectives

- 214-02.1 Expand and diversity the industrial economic base.
- 214-02.2 Maintain planned industrial areas free of non-industrial uses.
- 214-02.3 Provide for the timely development of planned industrial areas as determined by community needs and the availability of urban services.
- 214-02.4 Provide for transitional, low intensity uses within planned industrial areas adjacent to non-industrial areas.
- 214-02.5 Maximize the compatibility of planned industrial areas with surrounding non-industrial uses.
- 214-02.6 Accommodate new industrial uses within planned industrial areas.

214-03 Policies

- 214-03.1 Limited Industry provides for non-intensive manufacturing and storage activities which do not have detrimental impacts on surrounding properties. The City encourages Limited Industrial development in areas where the use is compatible with the existing or planned use on the surrounding properties.

- 214-03.2 General Industry provides for a full range of manufacturing, processing, and storage activities. Land designated for General Industry may be developed to a less intensive industrial use.
- 214-03.3 Community sewer and water services shall be required for industrial development. During review of development plans for any proposed new industry, the city shall determine whether pretreatment of industrial wastes shall be required.
- 214-03.4 Planned industrial uses which are located within the unincorporated area should be developed within the City in accordance with policies of Section 210-03.3.2(a) and (b).
- 214-03.5 Permanent off-street parking shall be required within designated industrial areas.
- 214-03.6 Planned industrial uses in areas exhibiting moderate-to-severe soil limitations with respect to building foundation support, as determined by the Uniform Building Code shall be permitted to develop only in accordance with Safety Element Policies of Section 604-04.
- 214-03.7 Industrial uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and applicable flood regulations, and in accordance with Safety Element policies of Section 603-03.
- 214-03.8 The City of Reedley may establish conditions on new industrial development to ensure compatibility with land uses and in accordance with available public services.
- 214-03.9 Access to industrial areas should be by way of streets which are designed to carry industrial traffic in accordance with the street development standards found in the Circulation Element.
- 214-03.10 Planned industrial uses which are adjacent to planned non-industrial areas or to roads carrying significant non-industrial traffic should be designed to have landscaping and building setbacks which are comparable to those required in the non-industrial areas.
- 214-03.11 The City should permit the development of only Limited Industry uses within planned industrial areas adjacent to planned non-industrial property.
- 214-03.12 New industrial uses should be encouraged to concentrate in the southeastern portion of the Planning Area where they are downwind from other less intensive uses.

- 214-03.13 New industrial uses which are proposed for development within the planned industrial area located between G and I Streets, in the central core of the community, should be carefully evaluated to insure that they do not have a detrimental effect on the surrounding non-industrial land uses.
- 214-03.14 No additional land other than proposed and shown on the map, should be planned for industrial development in the area near the intersection of Buttonwillow and Manning Avenues.
- 214-03.15 Industrial development should occur in an orderly manner as land is able to be provided with urban services.
- 214-03.16 Planned unit developments may be permitted in planned industrial areas subject to the provisions of section 216.
- 214-04 Planned Industrial land Uses

Limited Industry is planned in three basic locations within the community: (a) along the Santa Fe and San Joaquin Valley Railroad tracks within the central core area of the City; (b) at the southeast and northeast corners of Manning and Buttonwillow Avenues; and (c) in the southeastern portion of the community within the Southeast Industrial Specific Plan.

General Industry is planned for the area south of Dinuba Avenue, generally between the two railroads. In addition, General Industry Reserves are shown in the area generally between the San Joaquin Valley Railroad and the I Street/Columbia Avenue alignment, and in the area east of Buttonwillow Avenue. The Plan seeks to minimize the possible adverse impact of General Industrial uses on nearby non-industrial areas by locating a band of Limited Industry generally on the periphery of areas designated as General Industry.

The planned industrial areas north of Dinuba Avenue are generally similar to the industrial pattern shown on the 1977 Plan and reflect the existing community zoning and/or land use patterns. While the planned industrial area south of Dinuba Avenue was also indicated for industry on the earlier Plan, a more extensive industrial pattern is shown on this Plan update.

Only a small portion of this designated industrial area in the southeastern section of the community has actually undergone industrial development. Most of these sites are large, convenient to rail service, close to existing and planned highways, and can be provided with urban services during the course of the planning period. In addition, by clustering industrial uses in the southeastern section of the Planning Area, the operational efficiencies of firms may be maximized while industrial uses are encouraged to locate downwind from the remainder of the community.

The City of Reedley adopted the Southeast Reedley Industrial Area Specific Plan in January of 1986. The plan incorporates approximately 640 acres of land in the City's southeast section and was created to implement provisions of the General Plan. The Southeast Reedley Industrial Area Specific Plan remains in full force and effect. See Section 217, Specific Plans.

215 PUBLIC AND INSTITUTIONAL LAND USE

215-01 Introduction

Public land uses in the Reedley area include, in addition to sewer, water, storm drainage, and street facilities, a fire station, a civic center, a hospital, public schools, a cemetery, an airport, Kings River Community College, and a number of publicly-owned park and recreation areas. In addition, the community has two private schools: St. LaSalle Elementary School and Immanuel Junior High and High Schools.

215-02 Objectives

- 215-02.1 Provide for the timely and economically efficient development of all public services and facilities which are necessary for Reedley's planned urban growth.
- 215-02.2 Insure that public facilities develop in a manner which recognizes the limitations caused by soil and physical features.

215-03 Policies

- 215-03.1 Sewer, water, and drainage systems should be extended in an orderly, planned manner which meets the urban growth needs of the City and is in accordance with the development phasing priorities set forth in Sections 212-03.6, 213-03.11, and 214-03.15.
- 215-03.2 Provide adequate park and recreation facilities in accordance with the policies of the Open Space and Conservation Elements.
- 215-03.3 Encourage the Kings Canyon Unified School District to develop new elementary schools as needed at the locations shown on the Plan map.
- 215-03.4 Planned public facilities in areas exhibiting moderate-to-severe soil limitations with respect to building foundation shall be permitted to develop in accordance with Safety Element policies of Section 604-04.
- 215-03.5 Public uses shall be permitted in flood-prone areas when the use is consistent with the Plan map and in accordance with Safety Element policies of Section 603-03.

215-03.6 Planned unit developments may be permitted in areas planned for public or institutional uses, subject to the provisions of Section 216.

215-04 Sewage Disposal

Sewage collection and disposal service is provided by the City of Reedley. Sewage is transported to the wastewater treatment plant located on the west side of the Kings River, south of Olsen Avenue. In 1971, Reedley's sewage treatment facility was expanded resulting in upgrading the level of treatment.

The City of Reedley completed an additional wastewater treatment plant expansion in October, 1982. The expansion was designed to increase the plant's capacity to 2.77 million gallons per day (MGD). An oxidation ditch was added to the facility and the existing spray irrigation fields and evaporation/percolation ponds used for the ultimate disposal of the treated effluent from the previous expansion were regraded to create six new evaporation/percolation ponds. Approximately 50 acres of land were acquired by the City of Reedley in 1992 for the purpose of another treatment plant expansion. The site is presently used for agriculture and is located immediately west of the present facility. The City will need to enlarge the sewer treatment plant's capacity to meet future growth needs. The system is presently working at an average of 85 percent capacity. It is estimated that the existing system can accommodate anticipated community growth for approximately three years.

Existing Sewage Line Capacity in some older parts of the community will require upgrading if new development is to occur. This may require the installation of new parallel lines or a complete new sewage line system. New sewage line will also be required to serve the new development areas in the north and northeast quadrants of the city.

215-05 Water and Storm Drainage Facilities

Water and storm drainage services are provided by the City of Reedley.

Existing and future ponding basins are shown on the Land Use and Circulation Plan Map. The basins will accommodate, by virtue of their location and capacity, storm drainage needs through the planning period of the year 2012.

215-06 Fire Station

The City of Reedley has a fire station located at the northeast corner of 11th and D Streets. Additional information on fire protection services is included in the Safety Element.

Within the Planning Area, the Kings Canyon Unified School District operates three elementary schools (Lincoln, Washington, and Jefferson), Grant Middle School, and Reedley High School.

School District enrollment figures for the fall of 1991 reveals the following:

<u>Grades</u>	<u>School</u>	<u>Enrollment</u>
K-6	Lincoln	466
K-6	Jefferson	628
K-6	Washington	520
7-8	General Grant	534
9-12	Reedley High School	<u>1,701</u>
TOTAL:		3,849

The 1991 student enrollment represents a reduction from the January 1990 enrollment of 4,171 students. The downward change is a result of student busing to outlying rural schools as a means to prevent student overcrowding within the urban schools of Reedley. Student enrollment is increasing within the district as a direct relationship of growth occurring in the city limits of Reedley. The 1992 City of Reedley population is 17,386 with an anticipated range of between 27,000 to 30,000 occurring by the year 2012. As a result of the anticipated population increase, future school sites have been identified in the General Plan. The three new elementary school sites are located at Frankwood Avenue and Floral Avenue alignment, Frankwood Avenue at Parlier Avenue and Springfield Avenue at Buttonwillow Avenue.

The District has no plans for expanding the existing Grant Middle School or Reedley High School campuses during the planning period and, therefore, no additional land has been reserved for these schools.

The two existing private schools are also indicated on the Plan map. There are, however, no plans to expand the private school sites at the time of preparation of this Plan.

The Kings River Community College had a fall 1991 enrollment of 6,014 students. It is anticipated that the student population will increase to 8,000 students within the next five years. The maximum physical capacity of the college facility is approximately 8,000 students. While some student growth may occur from the Reedley population, the majority of college student population growth will come to the Reedley community from numerous communities which include Clovis, Sanger, Fowler and Selma. The college

has a sufficient amount of land to accommodate new physical improvements on the campus site. Physical expansion, however, will be substantially dependent upon availability of revenue funds. Campus on-site parking is presently inadequate to meet student demand and as a result parking occurs on public streets surrounding the campus site. There are presently no plans to develop new parking areas on the college campus.

215-09 Parks

Refer to the combined Open Space and Conservation Element for a description of the existing and planned urban open space uses which are indicated on the Plan map.

216 PLANNED UNIT DEVELOPMENT

216-01 Introduction

The property development regulations which are specified in each zone district are intended to accommodate development at a standard consistent with the protection of the health, safety, and welfare of the community. To a degree, however, these regulations limit flexibility in the development of land, and their application may be inappropriate in certain circumstances due to the unique nature of a particular development or site.

The planned unit development concept allows for departure from standard development regulations for a residential, commercial, industrial, or public facility development. The planned unit development should be planned as a unified, integrated whole that incorporates design features and amenities to fit the particular location or development. Planned unit developments can provide numerous benefits to the community. Specifically, they may promote a harmonious diversity of uses, a more efficient use of the land, an economy of shared facilities and services, and an improved site design and aesthetics. Within residential areas, planned unit developments can lead to the provision of more usable common open space than would be anticipated were the property to be developed in a more conventional manner.

216-02 Objectives

- 216-02.1 Encourage creative approaches to land development which will result in living, shopping, and working environments of distinctive identity and character.
- 216-02.2 Promote development which seeks to achieve a more economically efficient use of the land and of shared facilities and services.
- 216-02.3 Promote development which seeks an improved compatibility between land uses and between urban uses and the natural environment.

216-03 Policies

- 216-03.1 Planned unit developments may be permitted in all areas designated for residential, commercial, industrial, or public facility uses within a planned unit development zone district.
- 216-03.2 The planned unit development zone district should serve as an overlay zone to provide special standards for the development of a planned unit development.
- 216-03.3 The planned unit development zone district should be applied based on the following criteria:
- 216-03.3.1 The property should be sufficiently large to allow for comprehensive planning of the property and to permit flexibility in the application of the underlying zone district property development standards.
- 216-03.3.2 The district property development standards, except as related to population density, may be modified or waived where it is determined that such modification or waiver will produce a more desirable environment and where no adverse impact will result to adjacent properties.
- 216-03.3.3 The design of a planned unit development shall insure compatibility with existing and planned uses on adjacent properties. Design elements to be considered include, but are not limited to, architectural style, placement of buildings upon land, building heights and bulk, off-street parking, open space, privacy, and landscaping.
- 216-03.3.4 The development shall seek to conserve or otherwise be compatible with natural features of the site and of adjoining properties. Natural features to be considered include, but are not limited to, topography, vegetation, and watercourses.
- 216-03.3.5 Streets serving the development must be adequate to accommodate the traffic generated by the project.
- 216-03.3.6 Sufficient off-street parking facilities shall be provided to meet the needs of the project and shall be integrated into the development to minimize exposure and impact on neighboring development.
- 216-03.3.7 Residential planned unit developments may include any combination of single-family, two-family, three-family, and multiple-family dwellings, but must conform to the population density standards of the underlying zone district.

- 216-03.3.8 Residential planned unit developments shall provide adequate common open space areas free of buildings, streets, driveways or parking areas. The common open space areas shall be so designed and located that they are easily accessible to all residents of the project and are usable for open space and recreational purposes.
- 216-03.3.9 The developer shall provide for perpetual maintenance of all common land and facilities at residential planned unit developments through a means acceptable to the City.
- 216-03.3.10 Residential planned unit developments greater than ten acres in area may include commercial, educational, religious, and professional uses which are designed for exclusive use by the residents of the development. Such uses must be compatibly and harmoniously incorporated into the development and shall not be exposed to public view in a manner which attracts residents living outside the planned unit development.
- 216-03.3.11 Residential planned unit developments may include modified lot ownership concepts including zero lot line and building footprint lot developments, subject to the approval of the City of Reedley.
- 216-03.4 The Reedley City Code shall be amended and maintained as necessary to conform to the intent of this section of the Land Use Element.

217 SPECIFIC PLANS

217-01 Introduction

The City of Reedley, in recent years, has adopted two specific plans as a means to address specific geographical areas of community importance. Adopted in 1986 was the Southeast Industrial Area Specific Plan which focused on planned industrial development. In 1991, the City of Reedley adopted the Kings River Corridor Specific Plan which addressed important land use issues along the Kings River.

217-02 Southeast Reedley Industrial Area Specific Plan

The Reedley City Council in January 1986 adopted the Southeast Reedley Industrial Area Specific Plan. The plan addresses land use, circulation and public facilities planning for approximately 640 acres of land in the Southeast Reedley area that are developed or planned for industrial use. The plan is designed to systematically implement the objectives and policies of the Reedley General Plan for the area it encompasses and is adopted in the same manner and has the same authority as the general plan. All actions related to development of incorporated land within the area encompassed by the plan must be consistent with the plan. That Plan continues in full force and effect.

The major directives of the plan for development within the plan area are as follows:

- The land within the plan area is designated for General Industrial and General Industrial Reserve uses. The land that is designated for General Industrial uses will be zoned "MG", General Industrial District. The land that is designated with the General Industrial Reserve classification will be zoned "UR", Urban Reserve District, until such time as development activity warrants changing the zoning to the "MG" District. (Actual zoning classification after the Plan adoption was "ML", light industrial zone; "MP" planned industrial zone; and "MH" heavy industrial zone.)
- All industrial development within the plan area will occur within the City. The plan contains provisions for annexing land and coordinating with Fresno County to promote this objective.
- The City will expedite the processing of applications for development within the plan area. The City will also assist industries in locating suitable sites for development within the plan area and in identifying financing for development-related activities.
- The major street system for the Specific Plan area consists of Dinuba Avenue, a four-lane arterial street, and Buttonwillow and Floral Avenues, both planned as four-lane collector streets. Floral Avenue will be extended westward along the southern boundary of the plan area as development occurs in the area.
- All new development within the plan area will use the City water, sanitary sewer and storm water drainage systems, and must be compatible with these systems.

217-03 Kings River Corridor Specific Plan

The Reedley City Council in 1991 adopted the Kings River Corridor Specific Plan. The Kings River Corridor, which encompasses 958 acres of land, has long been regarded as Reedley's most important natural resource.

The City of Reedley has prepared the Kings River Corridor Specific Plan in the interest of preserving and enhancing the unique riparian environment that presently exists along the Kings River. With this document, the City has created an opportunity for itself to protect and manage the extensive wildlife, plant, recreational and scenic resources that exist in the riparian area for the enjoyment of its current citizens as well as future generations.

The Specific Plan provides a detailed "blueprint" of how the river environment will be protected, where recreational facilities and access to the river will be provided, and how residential and commercial land will be developed. For example, the Reedley General

Plan designates certain lands along the Kings River as open space. The Specific Plan will furnish additional guidance on the planning of that open space.

According to State Government Code, Section 65454, specific plans must be consistent with a city's general plan. To insure compliance with the consistency requirement, the Kings River Corridor Specific Plan is directed by Reedley's General Plan. The Plan continues in full force and effect.

218 REDEVELOPMENT PLAN

218-01 Introduction

The City of Reedley and the Reedley Redevelopment Agency adopted the Reedley Redevelopment Plan in 1991. Since the Reedley Redevelopment Agency is an entity legally separate from the City of Reedley, it is appropriate for the Agency to establish general standards and controls for construction and development activities which are proposed to take place in the Project Area. While these standards and controls could be different from those adopted by the City, for administrative ease and consistency, the Redevelopment Plan adopts by reference City standards as found in the City of Reedley

General Plan, Zoning Ordinance, and various other sign, building, plumbing and development-related codes.

All uses proposed in this Plan, or any amendments to this Plan, or any other plans that may be adopted by the Agency, shall be in conformance with the General Plan of the City of Reedley as it now exists or is hereafter amended.

Land Use/Zoning Compatibility Matrix

General Plan Land Use Designations	Consistent City of Reedley Zoning																				
	RCO	UR	R-1-30	R-1-12	R-1-7.5	R-1-9	R-1-6	RM-3	RM-2	PO	C-AO	CN	CC	CS	C-R	ML	MH	MP	FW	FF	P
Agriculture and Open Space	★																		△	△	
Urban Reserve		★																	△	△	△
RESIDENTIAL																					
Estate Density			★																△	△	△
Low Density Residential				★															△	△	△
Medium Density Residential					★	★	★												△	△	△
High Density Residential								★	★										△	△	△
COMMERCIAL																					
Office Commercial										★	★								△	△	△
Neighborhood Commercial												★							△	△	△
Central Commercial													★								△
Service Commercial														★					△	△	△
Recreation Commercial															★ ¹						
INDUSTRIAL																					
Limited Industrial																★		△	△	△	△
General Industrial																	★	△	△	△	△
Public Facilities	★	★																	△	△	△

LEGEND:

★ Compatible △ Conditionally Compatible Not Compatible

★¹ Recreation Commercial zone to be established after adoption of this plan.

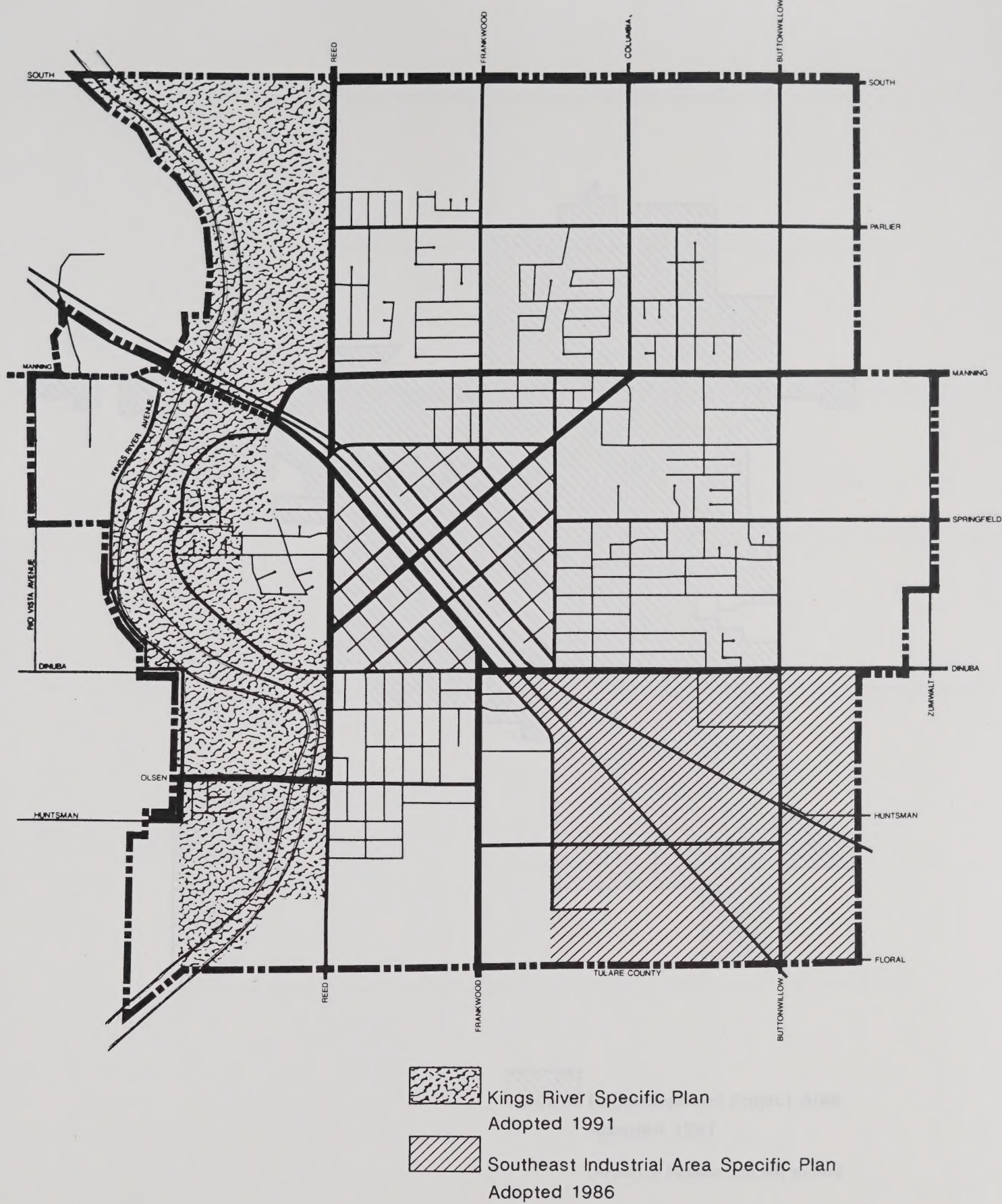
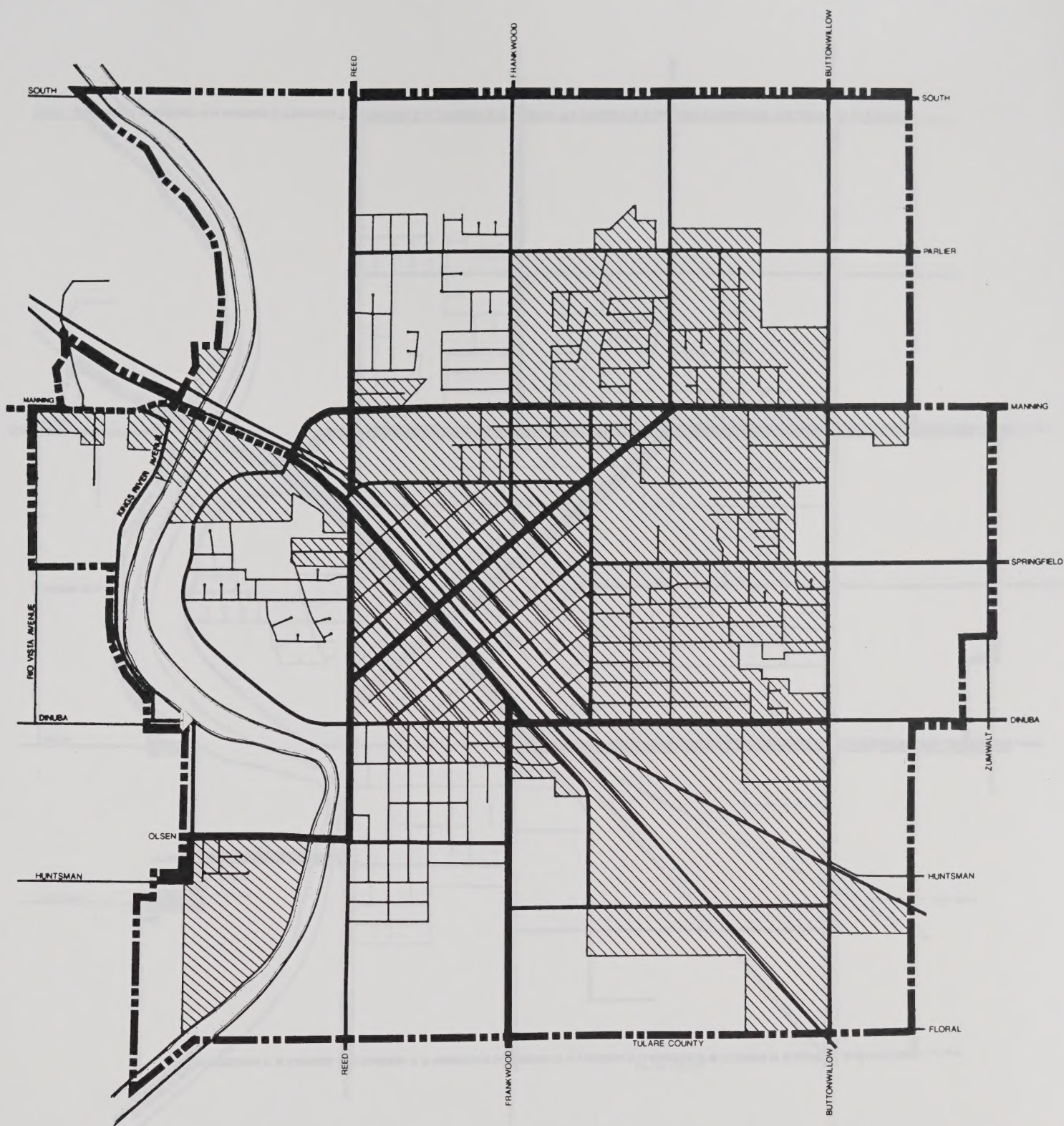


FIGURE 6
SPECIFIC PLANS



Redevelopment Project Area
Adopted 1991

(Airport is included but not shown)

FIGURE 7

REDEVELOPMENT



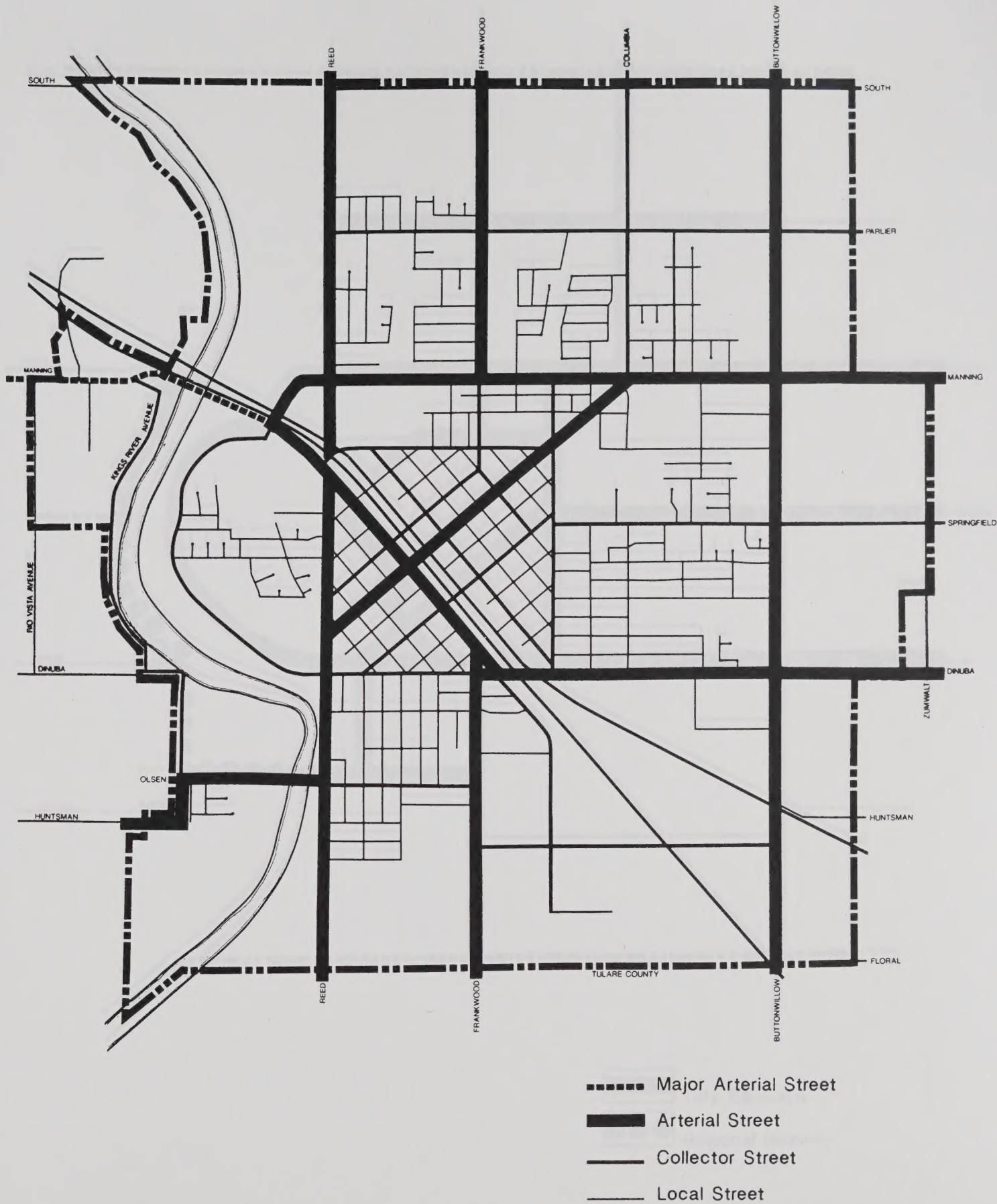


FIGURE 8
STREET CLASSIFICATIONS

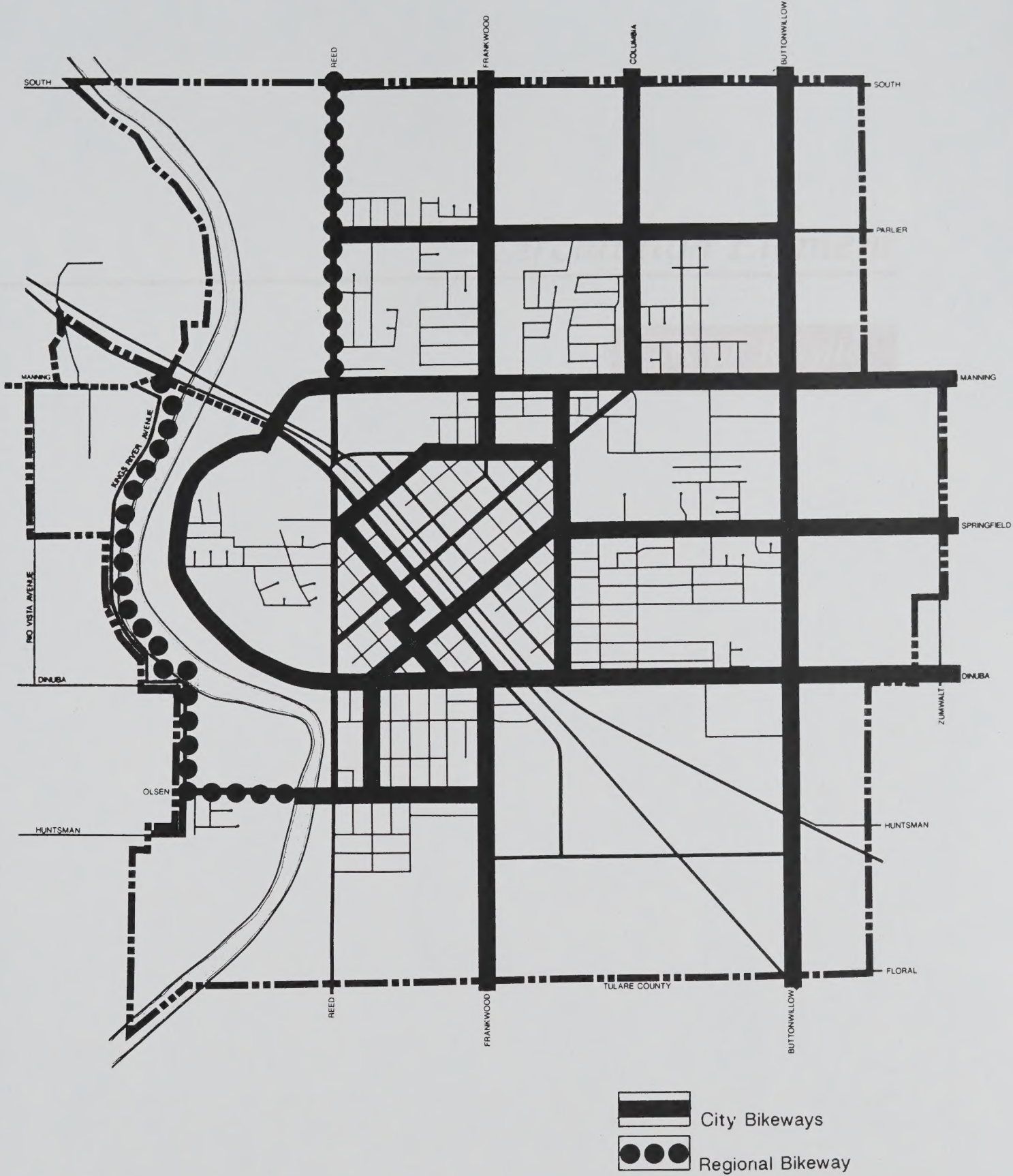


FIGURE 9
BIKEWAY PLAN

200 CIRCULATION

201 INTRODUCTION

The Circulation Element of the City of Reedley General Plan (GP) 2015-2035, which replaces the General Plan of 1991, is a policy document that provides a framework for the City's future development. The Circulation Element is a key component of the GP, as it provides a framework for the City's future transportation system.

The Circulation Element is a policy document that provides a framework for the City's future transportation system. It is a key component of the GP, as it provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

202 STREET AND HIGHWAY CIRCULATION SYSTEM

202-01 PURPOSE

The Street and Highway Circulation Plan, which is a key component of the Circulation Element, provides a framework for the City's future transportation system. It is a policy document that provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

The City's future transportation system is a key component of the Circulation Element. It is a policy document that provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

The Circulation Element is a policy document that provides a framework for the City's future transportation system. It is a key component of the GP, as it provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

The Circulation Element is a policy document that provides a framework for the City's future transportation system. It is a key component of the GP, as it provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

202-02 POLICY

The City's future transportation system is a key component of the Circulation Element. It is a policy document that provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

The Circulation Element is a policy document that provides a framework for the City's future transportation system. It is a key component of the GP, as it provides a framework for the City's future transportation system. The Circulation Element is a policy document that provides a framework for the City's future transportation system.

300 CIRCULATION

301 INTRODUCTION

This Circulation Element satisfies California Government Code Title 7, Section 65302(b) which requires the General Plan to include a circulation element indicating the location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities. The Element is intended to function as a comprehensive transportation plan covering not only streets and highways, but also bikeways, public transportation, railway and airport systems, and truck routes.

302 STREET AND HIGHWAY CIRCULATION SYSTEM

302-01 Introduction

The Street and Highway Transportation Plan, consisting of text and the accompanying Plan map, indicates the major streets and highways within the Planning Area. In addition, it establishes policies intended to insure optimum efficiency and safety in the movement of people and goods within and beyond the Planning Area.

The City's system of streets and highways is based on a functional classification system providing four levels of service: major arterials, arterials, collectors, and local roads. These terms are defined in Section 302-03.1-4.

The planned function of a street may not be reflected in its current design. Appendix B illustrates the typical right-of-way design standards for major arterials, arterials, collectors, and local streets. The policies in the Plan provide, however, that the City may deviate from these standards where conditions warrant special treatment of the roadway.

Circulation within Reedley is complicated by the change from the diagonal grid pattern found within the central, older portion of the community to the north-south, east-west grid system which is found in the newer areas surrounding the central core. Traditionally, where two such grid patterns have interconnected, the intersections have been complex and inefficient for safe traffic flow.

302-02 Objectives

- 302-02.1 Plan and provide a street and highway system to move people and goods in an orderly, safe, and efficient manner. Not to exceed Level of Service "C".
- 302-02.2 Plan and develop a street and highway system so as to maximize its effectiveness while minimizing its cost.

- 302-02.3 Minimize the adverse impact of streets and highways on adjacent land uses and on the environment of the Planning Area.
- 302-02.4 Provide a street and highway system which can accommodate alternative modes of travel.
- 302-02.5 Provide a street and highway system which is aesthetically pleasant to the user through the incorporation of landscape buffering on applicable medians and rights of way.
- 302-03 Policies
- 302-03.1 Major arterials provide for through traffic movement on continuous routes with direct access to abutting property. Intersections with cross streets are generally at grade and generally spaced a minimum of one-half mile apart. Typical major arterial development will be in accordance with Typical Roadway Cross Section, Figure B-1 (refer to Appendix B).
- 302-03.2 Arterials provide for through traffic movement on continuous routes, joining major traffic generators, major arterials, and other arterials. Access to abutting property should be controlled in accordance with Section 302-03.6. Typical arterial development will be in accordance with Typical Roadway Cross Section, Figures B-1 and B-2 (refer to Appendix B).
- 302-03.3 Collectors provide internal traffic movement within an area and connect local roads to the arterial system. Access to abutting property is generally permitted, but only in accordance with Section 302-03.6. Typical collector development will be in accordance with Typical Roadway Cross Section, Figures B-2 and B-3 (refer to Appendix B).
- 302-03.4 Local streets provide internal traffic movement within an area and primarily serve to provide direct access to abutting property. Typical local street development will be in accordance with Typical Roadway Cross Section, Figures B-4 and B-5 (refer to Appendix B).
- 302-03.5 The City may deviate from the Typical Roadway Cross Section standards illustrated in Appendix B in circumstances where unique conditions warrant special treatment of the roadway.
- 302-03.6 Access to property abutting an arterial or collector roadway will be subject to the following criteria:

- 302-03.6.1 Direct access from an arterial or collector to a major traffic generator should be restricted through design requirements on new developments which provide for frontage roads, access to other roads, or limits on the number and location of direct access points. Major traffic generators may be defined as including, but not being limited to, large multiple-family residential developments, large commercial developments, industrial developments, educational institutions and medical centers.
- 302-03.6.2 New residential subdivisions should be designed with a minimum number of lots fronting directly on collector streets and with no lots fronting directly on arterial streets. Vehicular access may be permitted from a frontage road or from other roads. Where direct access is provided from a residential subdivision lot to a collector street, turnaround facilities should be required for each such lot as a condition of subdivision approval so that vehicles do not back out onto the roadway.
- 302-03.6.3 Turnaround facilities should be required as a condition for parcel map approval where the new parcels will have direct access to arterial or collector streets. Such turnaround facilities should insure that vehicles need not back out onto the roadway.
- 302-03.6.4 Existing landscaped medians should be extended to their logical conclusion within the street and highway system. In particular, Manning Avenue and Kingswood Parkway should be extended as new development occurs. In addition, the primary street and highway entrances into the community should have established landscaped medians. This would include North Reed Avenue, East Dinuba Avenue, North and South Frankwood Avenue and Buttonwillow Avenue between Dinuba and South Avenue.
- 302-03.7 The City should provide a planned system of streets and highways which provides for the orderly, safe, and efficient movement of people and goods by the following:
- 302-03.7.1 Continue to maintain the City of Reedley Circulation Element street and highway classifications.
- 302-03.7.3 When and where necessary, prepare and adopt Precise Plans of streets and highways to establish and protect rights-of-way for the future development of planned arterial and collector streets, as determined by the Ultimate Rights-of-Way Plan.
- 302-03.8 The City should insure completion of planned arterial and collector streets as they become necessary to serve developing urban areas or to meet developing traffic demands of the City by the following:

- 302-03.8.1 Adopt a street improvement program based on a needs priority system.
- 302-03.8.2 Coordinate the street improvement program with other public service facility improvement programs.
- 302-03.8.3 Require dedication and improvement of necessary street facilities as a condition of land development.
- 302-03.8.4 Utilize available *FCTA*, State and Federal funds for street and highway development.
- 302-03.9 The City should insure that planned streets and highways operate to their maximum efficiency by coordinating their multi-modal use as follows:
 - 302-03.9.1 Develop bikeways in accordance with the City Bikeways Plan (Section 303).
 - 302-03.9.2 Consider the need for transit and bikeway facilities when establishing the ultimate rights-of-way of streets and highways. The City should prepare typical roadway cross sections which define standards for transit and bikeway facility improvements.
 - 302-03.9.3 Provide additional rights-of-way and improvements off of the travelway of arterial and collector streets where deemed necessary for public transportation.
 - 302-03.9.4 Provide areas for pedestrian travel which enhance the safety and efficiency of the street system.
- 302-03.10 The City should minimize the adverse impact of truck traffic on the community by maintaining and enforcing a system of designated truck routes (refer to Section 307).
- 302-03.11 The City should insure the installation of signals, signs, lighting, and other traffic improvements necessary for the safe and efficient movement of vehicular traffic and pedestrians within the City by the following:
 - 302-03.11.1 Adopt and maintain a traffic safety and operations improvement program based on a needs priority system as part of the City street improvement program.
 - 302-03.11.2 Require the installation of necessary street improvements as a condition of land development.

- 302-03.12 The City should minimize the adverse environmental impact of street and highway development by utilizing road construction methods which reduce the air, water, and noise pollution associated with such development.
- 302-03.13 The City should encourage interior street designs within new subdivisions which promote the safety and integrity of neighborhoods.
- 302-03.14 Where a portion of the right-of-way of a planned new street lies outside the boundaries of property proposed for development under a subdivision, site plan review, or conditional use permit application, the applicant may be required, depending on the magnitude of the development and the amount of traffic it will generate, to dedicate sufficient right-of-way width to allow for the development of two travel lanes and one shoulder, curb, gutter, and planting area.

302-04 Street and Highway System

The following major arterial, arterial, and collector streets and highways are indicated on the Land Use and Circulation Map:

302-04.1 Major Arterials

- 302-04.1.1 Manning Avenue, from Rio Vista Avenue east to I Street.

302-04.2 Arterials

- 302-04.2.1 South Avenue, from Reed Avenue, to east of S.O.I. boundary.
- 302-04.2.2 Reed Avenue, from South Avenue to Floral Avenue.
- 302-04.2.3 Manning Avenue, from I Street to Zumwalt Avenue.
- 302-04.2.4 I Street, from Reed Avenue to Dinuba Avenue.
- 302-04.2.5 Eleventh Street, from Reed Avenue to Manning Avenue.
- 302-04.2.6 Dinuba Avenue, from Frankwood Avenue to Zumwalt Avenue.
- 302-04.2.7 Frankwood Avenue, from I Street to Floral Avenue.
- 302-04.2.8 Olsen and Huntsman Avenues, from Reed Avenue to West S.O.I. Boundary.
- 302-04.2.9 Buttonwillow Avenue, from South Avenue to Floral Avenue.

- 302-04.2.10 Frankwood Avenue, from South Avenue to Manning Avenue.
- 302-04.3 Collectors
- 302-04.3.1 Parlier Avenue, from Reed Avenue to East S.O.I. Boundary.
- 302-04.3.2 Columbia Avenue, from South Avenue to Manning Avenue.
- 302-04.3.3 Frankwood Avenue, from Manning Avenue to "D" Street.
- 302-04.3.4 "D" Street, from Frankwood Avenue to Thirteenth Street.
- 302-04.3.5 Thirteenth Street, from East Avenue to Dinuba Avenue.
- 302-04.3.6 Tenth Street, from Frankwood Avenue to Reed Avenue.
- 302-04.3.7 East Avenue, from 11th Street to Dinuba Avenue.
- 302-04.3.8 North Avenue, from Reed Avenue to Eleventh Street.
- 302-04.3.9 "G" Street, from North Avenue to Dinuba Avenue.
- 302-04.3.10 Springfield Avenue, from East Avenue to Zumwalt Avenue.
- 302-04.3.11 Olsen Avenue, from Reed Avenue to Frankwood Avenue.
- 302-04.3.12 Dinuba Avenue, from Reed Avenue to Frankwood Avenue.
- 302-04.3.13 "I" Street, from Dinuba Avenue to East Avenue alignment (to be established as new road).
- 302-04.3.14 East Avenue, from "I" Street alignment to Herbert Avenue alignment.
- 302-04.3.15 Herbert Avenue, from Frankwood Avenue alignment to Buttonwillow Avenue (to be established as new road).
- 302-04.3.16 Kingswood Parkway, from the Manning Avenue/I Street intersection to Dinuba Avenue.
- 302-04.3.17 South Avenue, from Reed Avenue to East S.O.I. Boundary.

302-04.4 Local Streets

All other roads within the Reedley Planning Area are local streets. Their alignments are to be determined on the basis of the land use to be served and the location of the major arterial, arterial, and collector streets and highways. Local alleys are used for service traffic.

302-05 Analysis of Street and Highway System

The street and highway system previously described is based on an evaluation of: the existing and planned land use patterns, the existing and potential future traffic volumes, the existing County circulation plans and the previous City circulation plan, and the information developed as a result of citizen participation workshops. In addition, this Circulation Plan seeks to provide for the maximum feasible integration between the planned City and County street and highway systems to accommodate circulation needs to the year 2012.

303 BIKEWAYS TRANSPORTATION SYSTEM

303-01 Introduction

The Reedley Bikeways Plan is a subsection of the Reedley General Plan Circulation Element and serves as one of the several transportation modes which comprises the Circulation Element.

A "bikeway" is a general term for any type of facility that explicitly provides for bicycle travel. The bikeway can be anything from an independent, grade-separated facility on a separate right-of-way to just a signed route along a city street. In this Plan there are three classifications of bikeways (bike paths, bike lanes, and bike routes) based on the degree of exclusivity with which the facility is preserved for bicycle use. The two main purposes of bikeways are to guide bicyclists to their destinations and to provide some measure of protection or safety. The types of bikeways included in a bikeway system will determine the measure of safety.

Refer to the Appendix C for definitions of the three types of bikeways. The Appendix also indicates the prevailing bikeway development standards.

The Reedley Bikeway Plan, consisting of text and the accompanying map showing the bikeways, expresses the City's intent to properly assess the needs of cyclists and to develop a bikeway system that can best satisfy these needs in an efficient and effective manner, both in terms of safety and financial costs. The Plan is adopted from: (1) the Bicycle Routes plan report prepared by the City of Reedley, Community Services Department, (2) the Fresno Regional Bikeways Plan which was prepared by the Council of Fresno County Governments (COFCG); and (3) the Fresno County Recreation Trails

Plan and the Fresno-Clovis Area Bikeways Plan, prepared by Fresno County.

The proposed 1992 update of the Fresno Regional Bikeways Plan has two bikeway routes affecting Reedley. The routes are as follows:

Manning Avenue Corridor (Fresno County). The corridor is planned along Manning Avenue from the California State Corridor Route (Golden State Boulevard) to the Fresno/Tulare County Line (Hills Valley Road) connecting the Cities of Parlier and Reedley. The corridor also makes connections with the Kings River Loop Trail Corridor at Newmark and Reed Avenues. (10 miles)

Kings River Loop Trail Corridor (Fresno County). The route extends from the Manning Avenue Corridor along Newmark Avenue to Rainbow Road connecting the Cities of Parlier and Sanger. The route continues north connecting with the Kings River Trail Corridor at Belmont Avenue. The Loop Corridor continues to Piedra Road then south along Highway 180 at Centerville to Reed Avenue, connecting with the City of Reedley and the Manning Avenue Corridor. (25 miles)

303-02 Objectives

- 303-02.1 Develop a continuous and easily accessible bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode.
- 303-02.2 Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use.
- 303-02.3 Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.
- 303-02.4 Encourage the use of the bicycle within the total transportation network.

303-03 Policies

- 303-03.1 Development of a bikeways system for the Reedley Planning Area shall be guided by the following:
 - 303-03.1.1 Priority should be given to bikeways that will serve the most cyclists and destinations of greatest demand.
 - 303-03.1.2 Bikeways should be designated near major traffic generators such as commercial and employment centers, schools, recreational areas, and major public facilities.

- 303-03.1.3 Bicycle parking and storage facilities should be provided at major bicycle traffic generators.
- 303-03.1.4 Bikeways should be provided in both existing and future parks where they will not cause serious conflicts with other uses of the parks.
- 303-03.1.5 Bikeways should be continuous and should be linked to other bikeways and recreation facilities.
- 303-03.1.6 Whenever possible, bikeways should be developed in conjunction with street construction and improvement projects occurring along streets and roads where bikeways have been designated on the Bikeways Plan map.
- 303-03.1.7 The City and County should develop a coordinated program for the construction of bikeways in the Planning Area.
- 303-03.1.8 The design and construction of bikeways shall conform to the standards established by the California Department of Transportation.
- 303-03.2 Safe conditions for bicycle use shall be developed and maintained. The following shall apply:
 - 303-03.2.1 A visually clear, simple, and consistent bikeway system with clearly defined areas and boundaries should be established.
 - 303-03.2.2 For the safety of those who use the bikeways, the City should consider stopping a bikeway before a major street intersection or dangerous railroad crossing and starting it again after the area has been passed. Within these potentially dangerous areas, bicyclists walk their bicycles or ride with extra caution at their own risk.
 - 303-03.2.3 Through mass media, school, and private efforts, the City of Reedley should encourage a program of education in the rules of the road, aimed at both the cyclist and the motorist.
 - 303-03.2.4 Bikeways should be constructed and maintained to reduce or eliminate hazards such as unsafe drainage grates, dirt, glass, gravel, and other debris.
 - 303-03.2.5 The bikeway system should be monitored and evaluated in order to determine the effectiveness of established bikeway facilities in terms of use, safety, and efficiency.

303-04 Bikeway System

The accompanying Bikeway Plan map (Figure Nine) indicates the location of the City of Reedley bikeways, and the linkages between the City system and the Reed Avenue and Rainbow regional bikeways, as proposed by Fresno County.

303-04.1 The planned bikeway routes are as follows:

- 303-04.1.1 Manning Avenue, from I Street to Zumwalt Avenue.
- 303-04.1.2 East Avenue, from Manning Avenue to Dinuba Avenue.
- 303-04.1.3 Reed Avenue, from Manning Avenue to the Piedra and Rainbow Trails (as shown in the Fresno County Recreation Trails Plan).
- 303-04.1.4 Frankwood Avenue, from North Avenue to South Avenue.
- 303-04.1.5 Columbia Avenue, from Manning Avenue to South Avenue.
- 303-04.1.6 North Avenue, from East Avenue to Eighth Street; Eighth Street, from North Avenue to "J" Street; "J" Street, from Eighth Street to Twelfth Street; Twelfth Street, from "J" Street to "K" Street; and "K" Street, from Twelfth Street to Dinuba Avenue.
- 303-04.1.7 Thirteenth Street, from East Avenue to Dinuba Avenue.
- 303-04.1.8 Springfield Avenue, from East Avenue to Zumwalt Avenue.
- 303-04.1.9 Washington Avenue, from East Avenue to Jefferson School (Haney Avenue alignment); and Columbia Avenue, from Washington Avenue to Dinuba Avenue.
- 303-04.1.10 Dinuba Avenue, from Reed Avenue to Zumwalt Avenue.
- 303-04.1.11 Kingswood Parkway, from Dinuba Avenue to the Manning Avenue/I Street intersection.
- 303-04.1.12 Olsen Avenue, from the Kings River to Frankwood Avenue.
- 303-04.1.13 Hope Avenue, from Olsen Avenue to Dinuba Avenue.
- 303-04.1.14 Buttonwillow Avenue, from Floral Avenue to South Avenue.
- 303-04.1.15 Frankwood Avenue, from Dinuba Avenue to Floral Avenue.

303-04.1.16 The Rainbow Bikeway, as planned in the Fresno County Recreation Trails Plan, on the west side of Kings River, from the Olsen Avenue Bridge to the Piedra Trail.

303-04.1.17 Parlier Avenue, from Reed Avenue to Buttonwillow Avenue.

303-05 Analysis of the Bikeway System

The bikeway system is designed to serve all major community traffic generators including commercial areas, schools, recreational facilities and major public facilities. However, the majority of licensed bicycles in Reedley are operated by elementary school children. A principal emphasis of the Plan is to cater to this juvenile cycling population by linking residential areas to schools and recreational facilities.

The Plan generally spaces bikeways no more than one-half mile apart. This is based on the generally recognized standard used both in the United States and abroad for urban bikeways designed to serve utilitarian riders. The City bikeway system is proposed for development along existing roadways, rather than along canal or railroad rights-of-way. This is because bikeway development on the latter would involve more legal constraints and time delays than would their development on streets which are already under City jurisdiction.

304 PUBLIC TRANSPORTATION SYSTEM

Orange Belt Stages operates one morning and one afternoon bus in each direction between Reedley and Fresno, and between Reedley and Visalia. The route operates daily including Sundays.

The City of Reedley's Community Services Department runs an advance reservation van, and an on-call door-to-door van service. The twelve-passenger vans operate Monday through Friday between the hours of 7:30 a.m. to 4:30 p.m. These vans provide service to the downtown stores and offices (including the City Hall, Post Office and Library), the Hot Meals program at the Community Center, the shopping centers at Buttonwillow and Manning Avenues, the Sierra-Kings Hospital and to other locations within a two-mile radius of Reedley. The vans are also used to transport children from house to school.

Kings River Community College operates a bus which connects Sanger, Fowler, Selma, and Parlier with the College. The Kings Canyon Unified School District also provides bus service within its service area. However, both operations are limited solely to students.

305 RAIL TRANSPORTATION SYSTEM

The Visalia Branch of the Atchison, Topeka and Santa Fe Railway (AT&SF) and the Exeter Branch of the San Joaquin Valley Railroad (SJVRR) (formerly the Southern Pacific Railroad) provide freight service to the Reedley area.

The AT&SF's Visalia Branch connects Reedley and eastern Tulare County with the Mainline at the Calwa freight terminal. The route has one run per day six days a week after the hour of 6:00 p.m. The SJVRR's Exeter Branch line links Reedley with Sanger, the Valley Mainline in Fresno, and Ivanhoe, in Tulare County. There is presently one run per day Monday through Friday between noon and 4:00 p.m. The Visalia and Exeter Branch lines parallel each other through the center of Reedley.

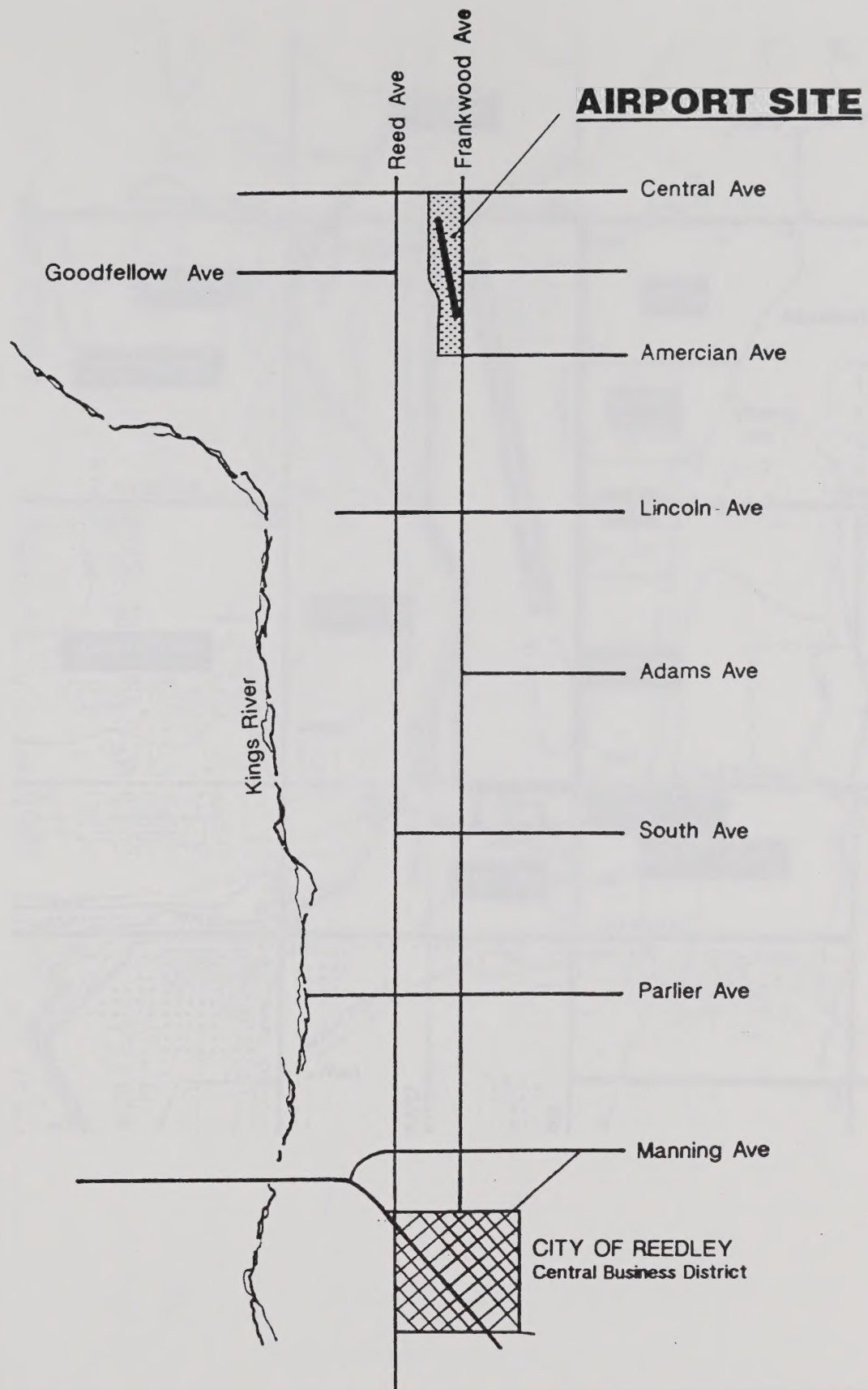
The railroads have a considerable impact on land use within the community, with existing and planned industrial uses adjacent to the Exeter and Visalia Branch lines. Specifically, the Land Use Element indicates that industry is the most appropriate use for the area adjoining the tracks. In addition, the parallel Exeter and Visalia lines separate largely residential areas south of the tracks from the Central Business District immediately north of the tracks. Access across both branch lines is limited to grade crossings at a total of eight points: Buttonwillow Avenue, Dinuba Avenue, Thirteenth Street, Eleventh Street, Tenth Street, Eighth Street, North and Reed Avenues, and Manning Avenue. Access across the Piedra Branch line, which divides primarily existing and planned residential areas, is limited to Reed, Manning, and Parlier Avenues.

Additional rail spurs may be needed in the future within the proposed industrial area south of Dinuba Avenue, as that area begins to develop with new industry. A new grade crossing of the SJVRR Branch line will be required when a future collector street south of the Huntsman Avenue alignment is developed within the planned industrial area as indicated on the Circulation Plan map.

306 AIR TRANSPORTATION SYSTEM

Reedley Municipal Airport was established in 1978 following acquisition of the former Great Western Airport by the City of Reedley. A privately owned airport had existed on the site since the late 1940's. Under City ownership, additional land was acquired and a 3,300-foot runway was constructed northerly of the old one. The old building facilities were retained. Development of the airport has been partially funded by Federal Aviation Administration grants. The Reedley Municipal Airport is located on a 138-acre site. The site is located approximately five miles north of the City on the west side of Frankwood Avenue between American and Central Avenues. (See Figure 10.)

The airport is a Basic Utility Airport, Stage 1. This type of airport accommodates approximately 75 percent of the propeller aircraft under 12,500 pounds and limits operations largely to single-engine aircraft with some use by light jets and twin-engine aircraft. Such an airport is primarily intended to serve low-activity locations, such as small population centers and



AIRPORT SITE

FIGURE 10

REEDLEY MUNICIPAL AIRPORT

Vicinity Map



NO SCALE

QUAD 1991

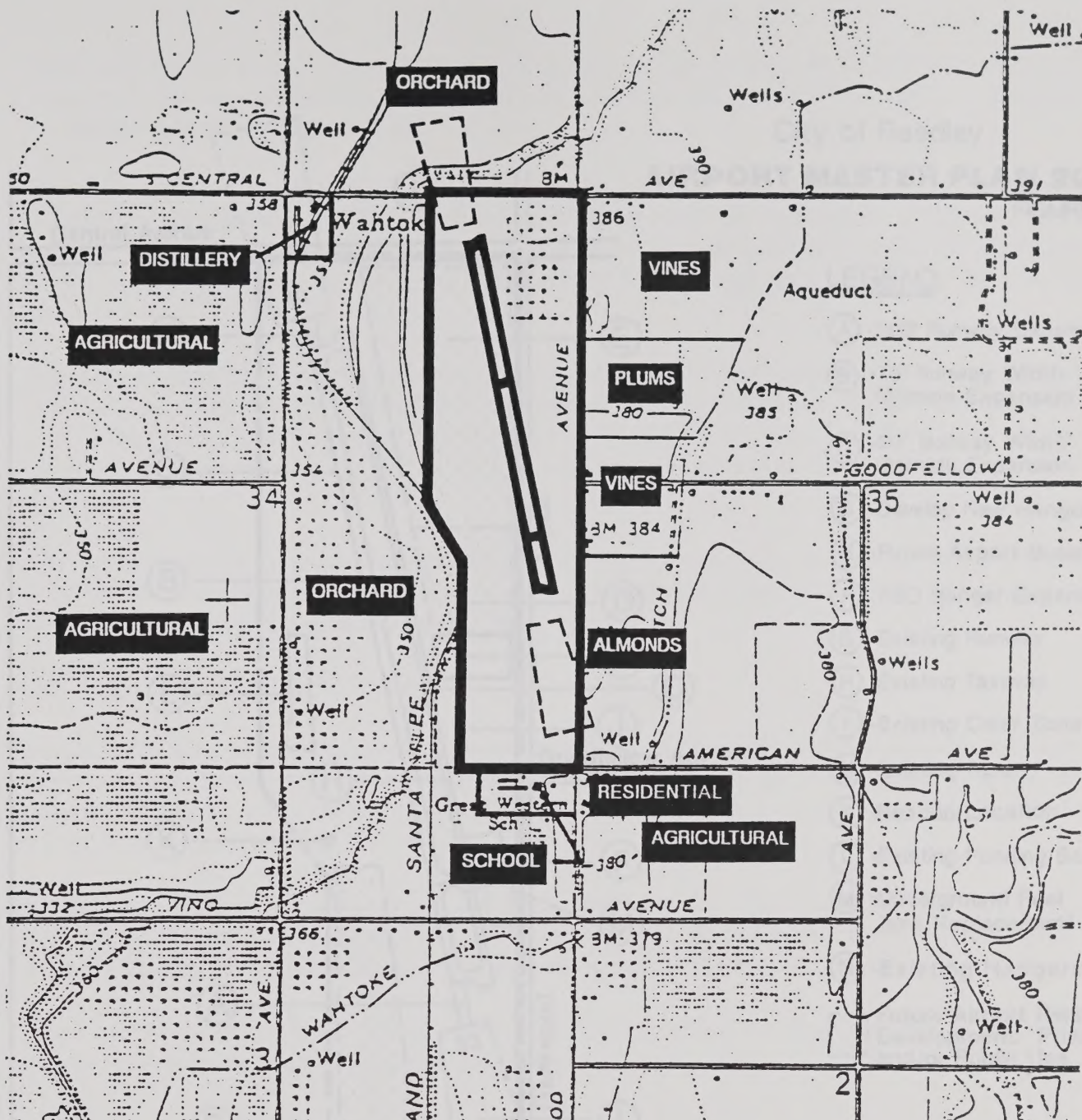


FIGURE 11
REEDLEY MUNICIPAL AIRPORT
 Surrounding Land Uses



No Scale

QUAD 1991

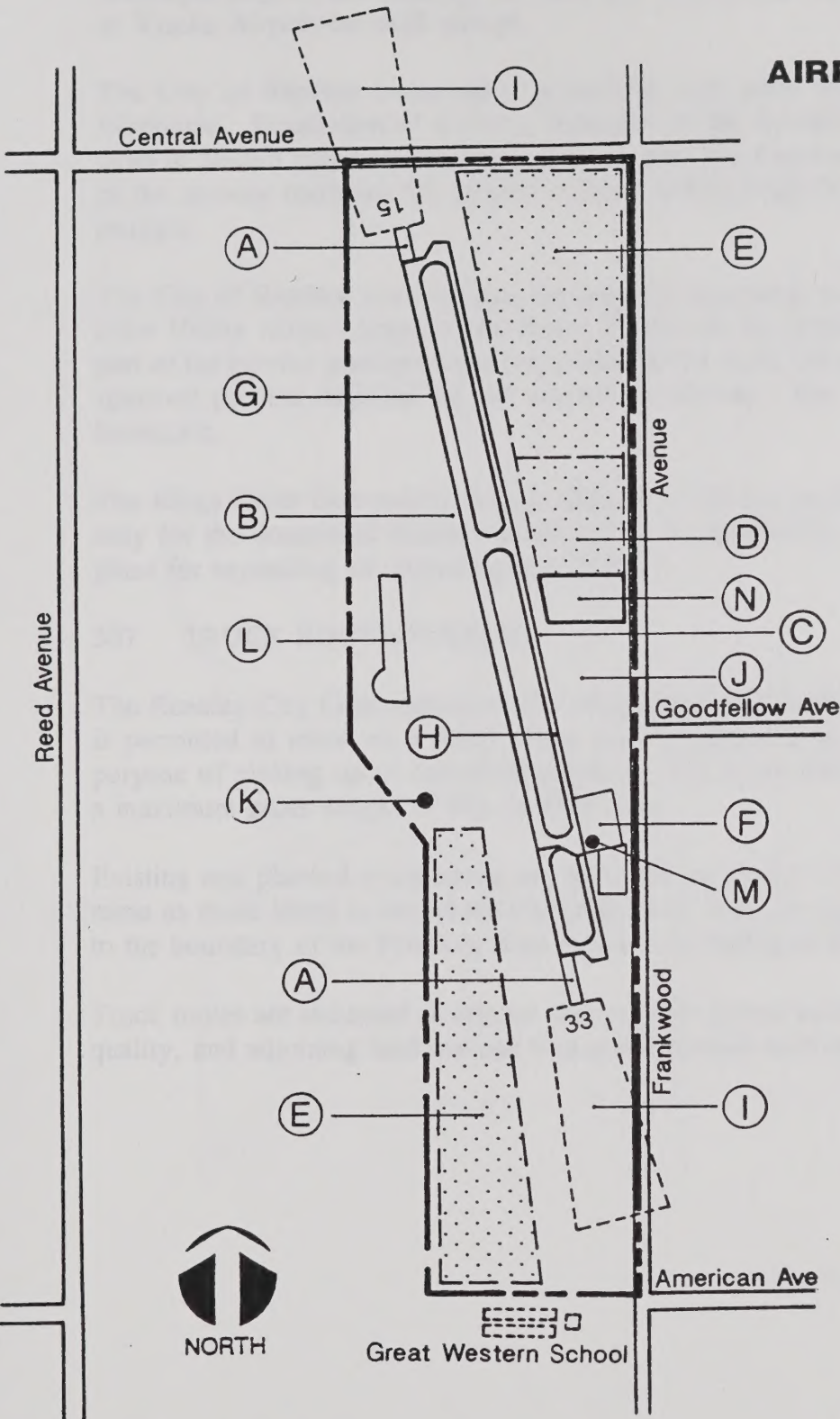
City of Reedley

AIRPORT MASTER PLAN 2012

FIGURE 12

LEGEND

- (A) -200' Runway Expansion
- (B) -75' Runway Width Ultimate Expansion
- (C) -50' Taxiway Width Ultimate Expansion
- (D) -Develop New Hangers
- (E) -Future Airport Business Site
- (F) -FBO Hanger Expansion
- (G) -Existing Runway
- (H) -Existing Taxiway
- (I) -Existing Clear Zone
- (J) -Existing Apron
- (K) -Beacon Location
- (L) -Existing Ponding Basin
- (M) -Underground Fuel Tank Replacement
- (N) -Existing Hangers
- [] Future Airport Related Development. Private and/or Public Use.



remote recreation areas. No commercial air carrier service is to be provided to the proposed municipal airport, and Reedley travelers will still be dependent upon the Fresno Air Terminal or Visalia Airport for such service.

The City of Reedley is currently proceeding with plans for future development of Reedley Municipal. Installation of VASI's, expansion of the aircraft parking apron, additional hangar units (a 12-unit structure was built in 1981), and 200-foot southward and northward extensions of the runway (bringing the airport to Basic Utility Stage II standards are among the planned projects.

The City of Reedley contemplates the eventual upgrading of the planned municipal facility to basic Utility Airport Stage II Standards, if required by future demands, such expansion is not part of the current plan and would be subject to the same County, State, and Federal review and approval process required for the current expansions. See Airport Master Plan for detailed formation.

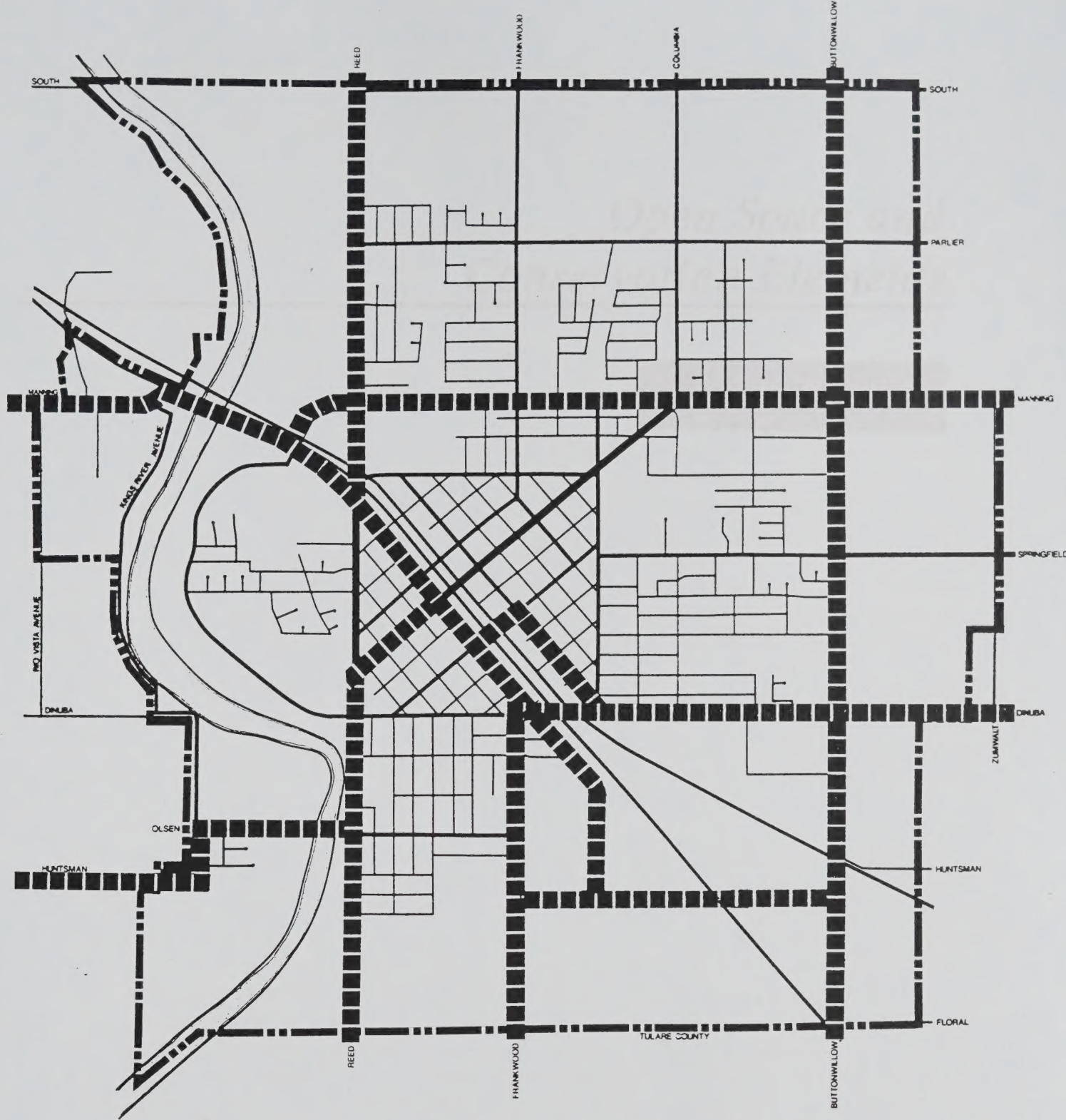
The Kings River Community College (Reedley College) campus has a short turf strip, suitable only for the occasional delivery of aircraft to its aeronautics department. The College has no plans for expanding or upgrading that facility.

307 TRUCK ROUTE SYSTEM

The Reedley City Code authorizes the establishment of truck routes and provides that no truck is permitted to travel on a street which is not designated as a truck route unless it is for the purpose of picking up or delivering supplies. The Code defines a "truck" as a vehicle having a maximum gross weight of five or more tons.

Existing and planned truck routes are indicated on Figure 13. The routes on the map are the same as those listed in the Municipal Ordinance, with the exception that the routes are shown to the boundary of the Planning Area rather than ending at the City limits.

Truck routes are indicated on arterial and collector streets which, because of function, pavement quality, and adjoining land use can best accommodate such traffic.



Planned Truck Routes

FIGURE 13
TRUCK ROUTE PLAN



500 OPEN SPACE AND CONSERVATION ELEMENTS

501 INTRODUCTION

Open Space is an irreplaceable resource and one of the most valuable assets of the Reedley area. It is irreplaceable because once it has been committed to urban development, it will not be recoverable as open space. The State of California, recognizing this potential for loss, requires the City of Reedley to prepare and adopt both an open space element and a conservation element of the general plan [Government Code Sections 65302(d) and (e)]. Since the concerns of the Conservation Element relate directly to, and overlap many of the concerns of the Open Space Element, these two elements have been prepared as a combined element.

Open space generally refers to any water or land which has value for single or multiple open space functions. Specifically, there are five different functional types of open space. These include open space for (1) the preservation of natural resources, including rivers; (2) the managed production of agricultural and other resources; (3) public health and safety -- including flood plains and unstable soil areas which require special management or regulation; (4) controlling urban form and preventing inefficient patterns of development; and (5) outdoor recreation -- including parks and areas of historic and cultural value. As used in this Element, open space refers to land usable by the public for passive or active recreational purposes.

The Conservation Element provides for the conservation, development and utilization of natural resources including water, soils, rivers, wildlife and other natural resources. The Conservation Element overlaps provisions found in the Open Space, Land Use, Safety and Circulation Elements. It differs, however, from other portions of the General Plan in that it is almost exclusively oriented toward natural resources.

The City of Reedley, in 1990, adopted the Kings River Corridor Specific Plan for the purpose of recognizing the Kings River as Reedley's most important natural resource. As adopted, this document is the primary implementation document that contains provisions for conservation and preservation of the Kings River environs. The Specific Plan provides a detailed "blueprint" of how the river environment will be protected, where recreational facilities and access to the river will be provided, and how residential and commercial land will be developed. A primary goal of the Specific Plan is to protect and enhance existing native habitat, wildlife resources, and other aspects of the Kings River environment. Contained in the Plan are policies to enhance native vegetation the riparian area, protect "significant natural habitat" by limiting access to these areas and reforest certain open space lands within the river corridor.

The conservation and preservation of agricultural lands within the Reedley area is in large part, a function of the Fresno County Government. Adopted Fresno County land use policies and agricultural zone districts substantially preserve and protect agricultural lands from conversion and urban encroachment. Agricultural land contained within the Reedley sphere of influence is predominantly within the unincorporated area. This land will eventually be converted to urban

uses as physical development occurs within the ultimate sphere of influence (urban growth area) boundary.

Conservation of water resources has been acknowledged as an important factor to the agricultural and urban well being of the area. Recent drought years have raised the level of community awareness and the appreciation of water as a significant natural resource upon which the physical area is dependent. Fortunately, Reedley is located in an area that is abundant in groundwater availability. The source of this water is an unconfined aquifer that underlies the entire San Joaquin Basin. Despite groundwater abundance, the City of Reedley promotes water conservation to its residents and provides information, literature and household water saving devices to its water customers.

While the objectives and policies of the combined Open Space and Conservation Element address the various functional types of open space and conservation described in the above paragraph, the remainder of the Element is concerned primarily with passive and active outdoor recreational facilities which are located within the Reedley urban area. Specifically, the Open Space Plan is principally intended to guide the amount, location, and kind of urban outdoor recreation facilities necessary to meet the present and future needs of the Reedley area. Other non-urban open space uses such as agriculture and open space for public health and safety, for example, are described in the appropriate sections of the Land Use and Safety Elements, Sections 211 and 601.

502 OBJECTIVES

- 502-01 Preserve and protect those natural and agricultural open space resources that contribute to the well-being of the residents of the Reedley Planning Area.
- 502-02 Maintain established policies for the proper management of flood prone lands and of lands where soil or geologic conditions pose risks to development.
- 502-03 Provide sufficient parks and recreation facilities to accommodate the present and future needs of the Reedley Planning Area.
- 502-04 Encourage maximum cooperation among all levels of government and private individuals in the management, conservation, and protection of open space resources.

503 POLICIES AND IMPLEMENTATION

- 503-01 Encourage the preservation of agricultural land in accordance with the urban growth management and agricultural land use policies set forth in Sections 210-03 and 211, respectively, of the Land Use Element and support County of Fresno efforts to preserve and protect farmlands outside the urban area.

- 503-02 Provide proper supervision of the river area to minimize damage to vegetation, minimize soil erosion, and prevent accumulation of litter.
- 503-03 Foster and maintain the scenic atmosphere of the river front area.
- 503-04 Utilize the policies set forth in the Safety Element to assure the proper management of the existing open space lands which are prone to flooding and exhibit unstable soil conditions.
- 503-05 Protect areas of ground water recharge from land uses and disposal methods which would degrade water sources.
- 503-06 Provide public sewer service to new urban development as a means of protecting ground water resources.
- 503-07 Evaluate the feasibility of establishing pocket parks upon the review of each subdivision proposal.
- 503-08 Plan and develop new park and recreation facilities at locations that complement existing and planned population centers and, where possible, develop parks in conjunction with school facilities.
- 503-09 Establish priorities for the development of planned parks based on anticipated community need and acquire and develop the proposed park sites in accordance with these priorities.
- 503-10 Utilize existing and proposed ponding basins as public recreation facilities.
- 503-11 Pursue State and Federal funds for park improvement and recreation programs.
- 503-12 Encourage public and private efforts toward preserving structures or sites which are of historic value to the community.
- 503-13 Continue to implement provisions of the Kings River Corridor Specific Plan to ensure conservation of the riparian area.
- 503-14 Continue to implement provisions of the Kings River Corridor Specific Plan to ensure public open space and recreational use.
- 503-15 Encourage a diversity of uses for public parks to include a mix of active athletic facilities and passive open space uses.
- 503-16 Continue to promote and encourage water conservation to community businesses and residents.

- 503-17 The City should consider selling the Columbia Avenue park site with the proceeds to be used to upgrade the Parlier-Frankwood park site.
- 503-18 Support the local Girl Scouts effort to gain ownership of the Scout House property located in the 1100 block of E Street.
- 503-19 The City should modify and expand the KRCSP to include determination of appropriate land base on the west bank and riparian area of the Kings River.

504 OPEN SPACE

504-01 Existing Open Space

Table Three presents an inventory of existing open space, including adjacent recreation facilities. The total publicly accessible open space is 291.27 acres. City owned parks and recreation facilities account for 201.71 acres, public schools own 79.4 acres, private schools own 6.6 acres and commercial recreation owns 3.56 acres.

Two City owned neighborhood park sites included in the total acreage are undeveloped: Columbia and Parlier/Frankwood. Additionally, (District owned) the Parlier/Frankwood school site is undeveloped. The acreage shown for the riparian area and oak savannah requires substantial amounts of restoration as described in the Kings River Corridor Specific Plan.

Recreation facilities appeal to a variety of interests: ball fields; picnic areas; basketball, tennis, and racquetball courts, swimming pool, camping, outdoor bandshell, performing arts center, playgrounds and a senior citizen activity center. During the summer, the Kings River provides boating, floating, and fishing opportunities to thousands of residents and visitors.

TABLE THREE
EXISTING OPEN SPACE, INCLUDING ASSOCIATED RECREATION FACILITIES

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
CITY-OWNED PARKS & RECREATION FACILITIES - NEIGHBORHOOD				
1	C.F. Mueller Park	7.00	Picnic area, playground, community center, (including auditorium, kitchen facilities, meeting rooms, and offices)	Springfield and East
2	Columbia Park Site	9.20	Undeveloped	Columbia and Cypress
3	Pioneer Park	1.30	Picnic area, outdoor bandstand	"G" and 9th
4	Parlier/Frankwood Park Site	11.00	Undeveloped	Parlier and Frankwood
5	Luke Trimble Pool	0.77	Two pools	Reed and "J"

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
6	Camacho Park	5.00	Combination of park (ball fields) and ponding basin	Columbia and North
7	Scout House	0.20	Youth Building	"E" Street near 11th Avenue
CITY-OWNED PARKS & RECREATION FACILITIES - COMMUNITY/REGIONAL				
8	Kings River Regional Park			
	a. Reedley Beach	39.58	Picnic, swimming area. Natural state, boating and fishing.	Kings River Corridor north of Floral Avenue
	b. Cricket Hollow Developed Undeveloped	7.00 3.92		
	c. Smith Ferry	6.87		
	d. Waterway	46.13		
	e. Other Riparian Area and Oak Savannah	63.74		
	TOTAL	167.24		
TOTAL CITY-OWNED PARKS AND RECREATION FACILITIES		201.71		
PUBLIC SCHOOL OPEN SPACE AND RECREATION FACILITIES				
9	State Center Community College District - Kings River Community College	50.00	Turf area, fields, pool, basketball and tennis courts	Reed and Manning
10	Kings Canyon Unified School District			
	a. Lincoln School	4.50	Turf area, playground, field, basketball court	North Avenue
	b. Washington School	3.30	Turf area, ball field, playground, basketball and volleyball courts	"K" Street
	c. Jefferson School	5.50	Playground, ball field, turf area	East Duff
	d. Grant School	2.00	Ball fields, tennis courts, and turf area	East Avenue
	e. Reedley High School	4.10	Turf area, fields, tennis courts	North Avenue
	f. Parlier/Frankwood School Site	5.00	Undeveloped	SE corner of Frankwood and Parlier
	Total	24.40		
TOTAL PUBLIC SCHOOL OPEN SPACE		74.40		

#	SITE	ACREAGE	TYPE OF ACTIVITY	GENERAL LOCATION
PRIVATE SCHOOLS OPEN SPACE AND RECREATION FACILITIES				
11	Immanuel School	3.50	Turf area, playground field	Reed and Curtis
12	Saint LaSalle School	3.10	Turf area, basketball and volleyball courts, playground	Manning Avenue
TOTAL PRIVATE SCHOOLS OPEN SPACE AND RECREATION FACILITIES		6.60		
COMMERCIAL RECREATION OPEN SPACE				
13	Kelly's Beach Campground	3.56	Camping and picnicking	Kings River Road near Manning
TOTAL COMMERCIAL RECREATION OPEN SPACE		3.56		
TOTAL OPEN SPACE		291.27		

504-02 Open Space Standards

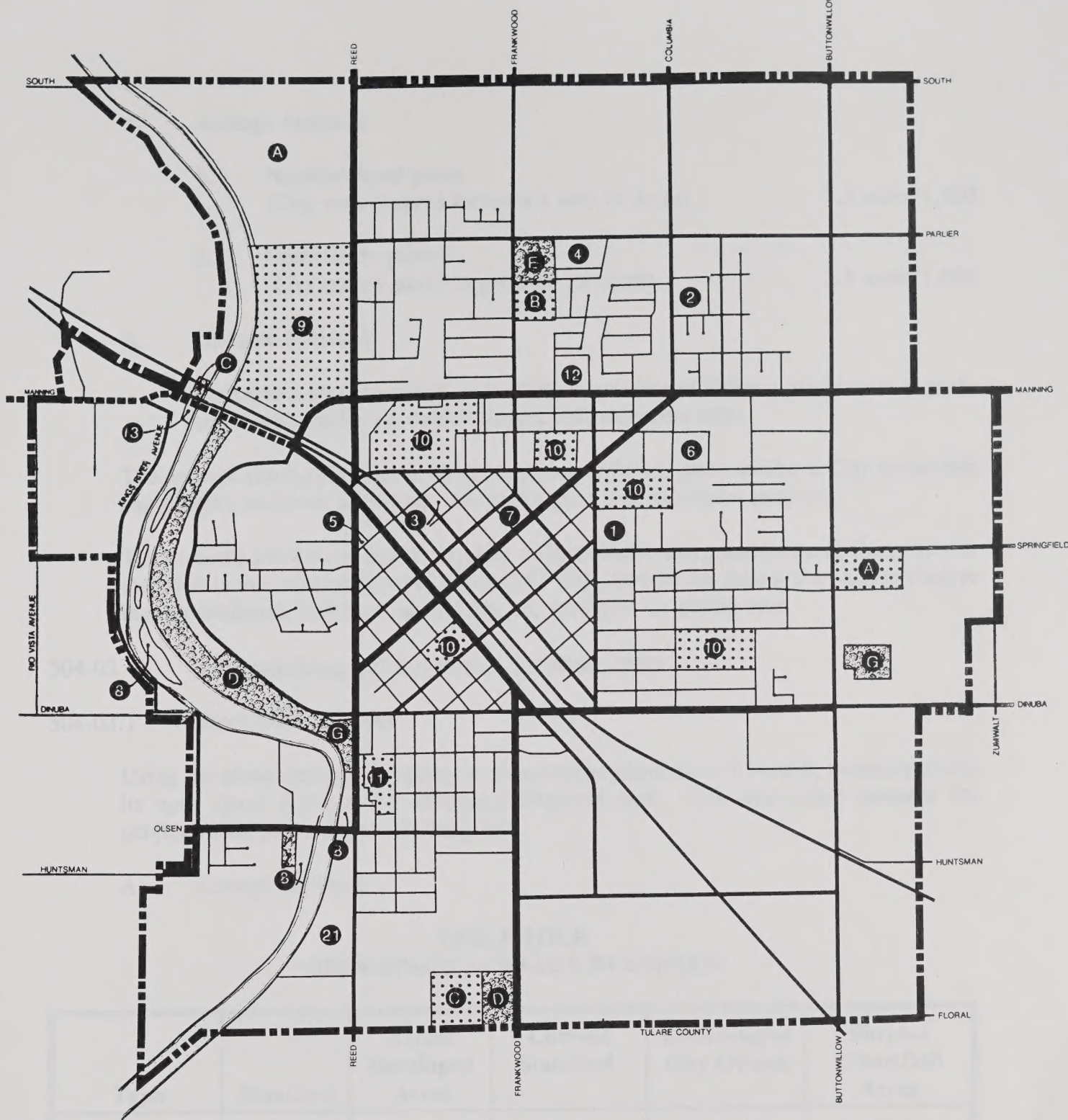
Recognized park standards vary from one acre per 1,000 people to more than 10 acres per 1,000 people. In the Central Valley the lack of a consistent standard is evident:

Comparing parks in the Valley: Actual park space of Central Valley cities per 1,000 population are as follows:

Fresno	1.86 acres
Visalia	4.10 acres
Merced	4.99 acres
Stockton	7.75 acres
Sacramento	9.95 + acres

Source: Fresno Little Hoover Commission, 1992

Reedley, through this plan, is formalizing its open space standards using two types of criteria: (1) acreage per 1,000 people, and (2) distances between sites, particularly in residential neighborhoods.



8 Existing Park and Open Space (See Table 2)

A Planned Park and Open Space (See Table 4)

School Sites

FIGURE 14

URBAN OPEN SPACE PLAN

A. Acreage Standard

1. Neighborhood parks
(City owned parks between 1 and 15 acres) 2.5 acres/1,000
2. Community parks
(City owned parks larger than 15 acres) 2.5 acres/1,000

B. Distance Standard

Residences shall be within a one half mile radius of either a neighborhood park, community park or a school playground/recreation area.

The acreage standard assures a minimum amount of open space will be in City ownership and thereby reserved exclusively for public park and recreation purposes.

The distance standard is less demanding in that school playgrounds/recreation areas are included in the calculation of this standard. Inclusion of the school sites acknowledges that on weekends and evenings usually are available for public uses.

504-03 Short and Long Term Demands for Open Space

504-03.1 Short Term Demand

Using the above standard, Reedley, with a current population of 17,400, currently meets its open space standard for community/regional park. The established standard for neighborhood parks is not currently met.

A. Acreage Standard

**TABLE FOUR
OPEN SPACE ACREAGE STANDARD**

Type	Standard	Actual Developed Acres	Current Standard	Undeveloped City Owned	Surplus (Shortfall) Acres
Neighborhood Park	2.5 Ac./1,000 people	14.27 Ac.	43.5 Ac.	20.2	(9.03) Ac.
Community/Regional Park	7.5 Ac./1,000 people	53.45 Ac.	130.5 Ac.	113.79 Ac.	36.74 Ac.

B. Distance Standard

As shown on Figure 14, all residential areas are within a one half mile radius of either a neighborhood park, community park, a school playground/recreation area.

504-03.2 Long Term Demand

Having been given the general location of future school sites by K.C.U.S.D. and by projecting the City's population average growth rate of 3 percent, the need for additional open space is projected to be as follows:

Neighborhood Parks:

<u>Year</u>	<u>Total Acreage per Standard</u>	<u>Current Available</u>	<u>New Land to be Acquired</u>
2012	75.5 Ac.	20.20 Ac. Undeveloped <u>14.27</u> Ac. Developed 34.47 Ac. Total	41.03 Ac.

Community/Regional Parks:

<u>Year</u>	<u>Total Acreage per Standard</u>	<u>Current Available</u>	<u>New Land to be Acquired</u>
2012	226.5 Ac.	113.79 Ac. Undeveloped <u>53.45</u> Ac. Developed 167.24 Ac. Total	59.26 Ac.

The open space standards for the City of Reedley are similar with standards of other valley communities. The exception, however, is the 7.5 acres per 1,000 persons for the community/regional park designation which is necessary to protect and preserve the integrity of Kings River Corridor.

To meet the acreage and distance standards for public open space, new sites are planned at the locations described in Table Five.

New acquisition for the Kings River Community park are also planned to meet the needs not only of the local population, but also the nearby visitors and tourists. These include purchase of five acres for the expansion of Smith Ferry Park, five acres for Gateway Park just north of the Manning Bridge which is used as a public access point and staging area for persons taking river float trips, acquisition and dedication of 36 acres of land

on the east and west sides of the river between K.R.C.C. and the W.W.T.P. Improvements are also planned for existing City owned sites at Smith Ferry, Cricket Hollow and oak savannagh along the east side of the river.

**TABLE FIVE
PLANNED PARK AND OPEN SPACE SITES**

SITE		ACREAGE
SCHOOL SITES (OPEN SPACE)		
A	Planned Elementary School at Buttonwillow and Springfield Avenues	9
B	Planned Elementary School at Frankwood and Parlier Avenues	6
C	Planned Elementary School at Frankwood and FloralAvenues	6
NEIGHBORHOOD PARKS		
D	Planned City Park at Frankwood and Floral Avenues (Park No. 1)	10
E	Planned City Park at Frankwood and Parlier Avenues (Park No. 2)	10
F	Planned Pocket Parks	Unknown
G	Planned Park/Ponding Basin, E.S. of Buttonwillow and Dinuba Avenues	5
H	Planned Ponding Basin within S.E. Industrial Park (Open Space)	6
COMMUNITY/REGIONAL PARKS		
I	Kings River Regional Park	
	a. Expansion of Smith Ferry Park	5
	b. Expansion of Cricket Hollow Park	6
	c. Gateway park at the Kings River and Manning Avenue	5
	d. Oak Savannah, along east side between Manning and Dinuba Avenues (Open Space)	36
	TOTAL	104

The City plans to improve the unimproved portions of Smith Ferry and Cricket Hollow Parks. The City is also planning to develop two new parks: (1) an 11.76 acre site in the northern section of the community, at Frankwood and Parlier Avenues ("City Park 1"), and (2) an approximately 10 acre site on the south side of Reedley, along the west side of Frankwood Avenue ("City Park 2"). The two planned parks would adjoin two proposed elementary school sites. Both parks would conform to the prevailing City spatial standards for such facilities.

A third park is planned on a 5.02 acre site at the major gateway in the community ("Gateway Park"). This park would be an extension of Kings River Regional Park. Specifically, it is located between the Santa Fe Railway, Manning Avenue, and the Kings River. It is currently used as a staging area for float trips on the Kings River. A portion of the property (2.02 acres) is owned by Fresno County as part of its road improvement fund while the remaining three acres are owned by the San Joaquin Valley Railroad. The Park could serve a dual function as a roadside rest stop and a bikeway.

The Kings River environs continues to attract persons outside the Reedley area. Action has been taken to adopt a river corridor plan to meet the local and regional land use needs. Refer to the adopted Kings River Corridor Specific Plan for land use policies and objectives pertaining to open space and recreation.

Future sites and planned expansion to existing open space sites are identified in Table Five. Specific improvements to the sites have not been completely determined. Pocket parks will be considered during subdivision development review and approval.

A pocket park is intended to serve as a neighborhood recreation/open space area primarily within newly created residential subdivisions. The pocket park would be developed with improvements that serve the park needs of the immediate surrounding residential area such as trees, turf, tot lot, play equipment, benches and tables. The pocket park would typically not exceed one acre in size. A pocket park is intended to serve as a convenient, low intensity recreation area that directly benefits the immediate neighboring residents without having to travel to other parts of the community for recreation and open space needs.

Potential consequences from developing pocket parks may result in increased municipal maintenance and citizen complaints. This can be overcome, however, by establishing an assessment district for park maintenance on the subdivision receiving the benefits and through implementing proper subdivision street design and siting of playground improvements within the subdivision interior to limit access from persons outside the neighborhood area.

400 SAFETY ELEMENTS

401 INTRODUCTION

The Safety Element describes the risks required for the purpose of protecting the public from any undesirable risks associated with the proposed project. The Safety Element is a key component of the project's risk management plan. The Safety Element is a key component of the project's risk management plan.

Safety Element

City of Reedley

The Safety Element is the primary vehicle for defining the project's risk management plan. It is the primary vehicle for defining the project's risk management plan. It is the primary vehicle for defining the project's risk management plan.

402 OVERALL GOALS AND OBJECTIVES OF THE SAFETY ELEMENT

402-01. Establish a clear and concise risk management plan.

402-02. Establish a clear and concise risk management plan.

402-03. Establish a clear and concise risk management plan.

403 RISK MANAGEMENT

403-01. Introduction

Risk management is the process of identifying, assessing, and controlling the risks of an organization. It is the process of identifying, assessing, and controlling the risks of an organization. It is the process of identifying, assessing, and controlling the risks of an organization.

The Safety Element describes the risks required for the purpose of protecting the public from any undesirable risks associated with the proposed project. The Safety Element is a key component of the project's risk management plan. The Safety Element is a key component of the project's risk management plan.

600 SAFETY ELEMENT

601 INTRODUCTION

The Reedley Safety Element has been prepared for the purpose of protecting the community from any unreasonable risks associated with effects such as flooding, urban fires and geologic hazards known to the legislative body. The Safety Element aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from hazards.

The Safety Element is the primary vehicle for relating local safety planning to land use decisions. Implementation of safety objectives will be incorporated into provisions of the Reedley Municipal Code to include zoning regulations, subdivision requirements and entitlement permits as a means to abate or mitigate safety hazards.

602 OVERALL OBJECTIVES OF THE SAFETY ELEMENT

602-01 Minimize personal injury and loss of life.

602-02 Minimize the potential for property damage.

602-03 Protect the City and its residents from avoidable loss resulting from improper development in hazardous areas.

603 FLOOD HAZARDS

603-01 Introduction

Flood damage to properties is often the result of the improper use of flood-prone lands. Flood losses can take place in several ways. When a flood occurs, many types of land uses which are located within the flood-prone area may be damaged. More importantly, however, development in flood hazard areas usually increases the natural flood heights and velocities with resulting damage to upstream, downstream, and adjacent lands. Therefore, the potential costs of permitting improper uses on flood-prone lands can be considerable. One method of reducing these flood losses would be to limit development of lands within flood hazard areas.

The Kings River begins on the western slope of the Sierra Nevada and flows westerly to Pine Flat Reservoir. Twenty-five miles downstream of this reservoir, the river passes along the west side of Reedley as it flows to the Valley floor. Flows in the river at Reedley come from releases from Pine Flat Dam and tributary inflow. The dam, completed in 1954, was constructed for flood control, irrigation, recreation and water conservation.

The annual flow in the Kings River, as measured at the Reedley Narrows gaging station located three miles upstream of Reedley, has averaged 1,016,730 acre-feet per year for the period 1963 to 1987 (Kings River Water Association, 1988). The highest average monthly flows occur during summer months, with a maximum of 3,077 cubic feet per second (cfs) in June. The lowest monthly flows occur during the late fall, with a minimum of 289 cfs in November. The highest one-day flow over the past 50 years was 112,520 cfs on December 23, 1965; the lowest one-day flow was 12 cfs in October of 1984.

Flooding in the Reedley area occurred in 1914, 1950, 1958, 1967, 1969 and 1978. In most cases, the flooding was caused by high flows in the Kings River. However, the most damaging flood occurred in 1969 as a result of local runoff from intense rainfall.

The Federal Emergency Management Agency (FEMA) has designated certain portions of the Planning Area west of Reed Avenue as subject to a 100-year flood by the Kings River. Such a flood has a one percent chance of occurrence during any given year and is the flood magnitude which communities must protect against under Federal Insurance Administration regulations. The general location of the flood-prone area is indicated on Figure Seven. The map shows that the flood-prone area consists of the Designated Floodway and of the Flood-Fringe area. The most recent Flood Insurance Rate Map (FIRM) from F.E.M.A. affecting the City of Reedley was established in 1982.

The following objectives and policies are based on the Fresno County Safety Element and on Federal Insurance Administration regulations. The similarity between the City and County Safety Elements should insure that the City of Reedley and Fresno County follow a uniform approach toward the management of Kings River flood-prone areas.

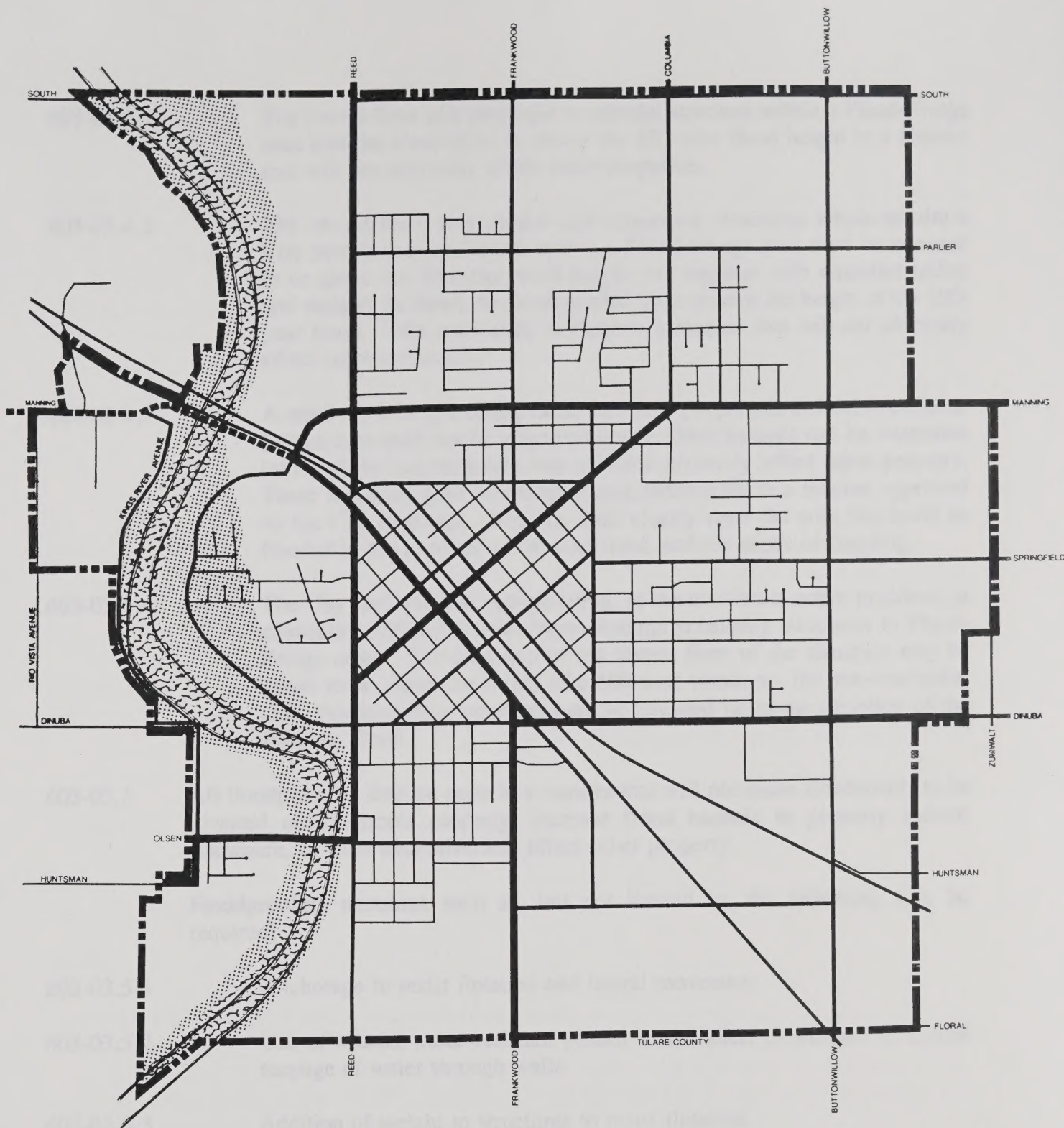
603-02 Objectives

603-02.1 Minimize the potential for damage caused by inundation in flood hazard areas.

603-03 Policies

603-03.1 Continue the flood-plain management approach in flood hazard areas which are presently undeveloped, by regulation of land uses rather than concentrating on structural flood-control facilities -- with their attendant high costs and other disadvantages -- as a method of reducing flood damage. Therefore, in flood hazard areas, encourage uses that are not subject to extensive flood damage.

603-03.2 Flood hazard regulations shall be maintained to all property subject to a 100-year flood. As accurate and detailed flood-hazard maps specifying the depth and extent of a 100-year flood become available, all areas subject to the 100-year flood shall be officially zoned by the City into either a "Designated Floodway" or "Flood-Fringe" area as follows:



-  Flood Fringe Area
-  Designated Floodway

SOURCE: 1984 Safety Element
(U.S. Geological Survey State Reclamation Board)

FIGURE 15
KINGS RIVER FLOOD PRONE AREA



- 603-03.4.1 The lowest floor of a proposed residential structure within a Flood-Fringe area shall be elevated to or above the 100-year flood height in a manner that will not adversely affect other properties.
- 603-03.4.2 The lowest floor of proposed non-residential structures which require a City permit and are located within a Flood-Fringe area shall be elevated to or above the 100-year flood height; or, together with attendant utility and sanitary facilities, be floodproofed up to at least the height of the 100-year flood. This work shall be done in a manner that will not adversely affect other properties.
- 603-03.4.3 A subdivision map creating more than four (4) parcels of land in a Flood-Fringe area shall not be approved unless flood hazards can be overcome by floodproofing measures that will not adversely affect other property. These measures shall be designed and constructed in a manner approved by the City Engineer. The map shall clearly show the area that could be flooded in the event of a 100-year flood and the depth of flooding.
- 603-03.4.4 The City shall require floodproofing, to the maximum extent practical, in connection with substantial improvements to existing structures in Flood-Fringe areas. The elevation of the lowest floor of the structure may be raised to or above the height of a 100-year flood; or, for non-residential uses, floodproofing measures may be required up to the elevation of the 100-year flood.
- 603-03.5 All floodproofing shall be done in a manner that will not cause floodwaters to be diverted onto adjacent property, increase flood hazards to property located elsewhere, or otherwise adversely affect other property.
- Floodproofing measures such as, but not limited to, the following may be required:
- 603-03.5.1 Anchorage to resist flotation and lateral movement.
- 603-03.5.2 Use of special water resistant paints, membranes, or mortars to reduce seepage of water through walls.
- 603-03.5.3 Addition of weight to structures to resist flotation.
- 603-03.5.4 Construction of water and waste systems to prevent the entrance of floodwaters.

- 603-03.5.5 Construction to resist rupture or collapse caused by water pressure or floating debris.
- 603-03.5.6 Location of all electrical equipment, circuits, and installed electrical appliances in a manner that will assure they are not subject to inundation by a 100-year flood.
- 603-03.5.7 Floodproofing shall be required for structural storage facilities containing chemicals, explosives, buoyant materials, flammable liquids, or other toxic materials which could be hazardous to public health, safety, and welfare. These shall be located in a manner which will assure that the facilities are: (a) situated at elevations above the height associated with the 100-year flood protection elevation; or (b) adequately floodproofed to prevent flotation of storage containers or damage to storage containers which could result in the escape of toxic materials into floodwaters.
- 603-03.6 In flood-hazard areas, all public utilities and facilities, such as road, sewage disposal, gas, electrical, and water systems, shall be located and constructed to minimize or eliminate flood damage to the facilities. This work shall be done in a manner that will not adversely affect other property.
- 603-03.7 Open space uses should be encouraged in flood-hazard areas and Land Conservation Contracts and Open Space and Scenic Easements should be made available by the County to property owners within 100-year flood areas located in the unincorporated area.
- 603-03.8 Any development shall be in accordance with the policies found in the Geologic Hazards section of the City's Safety Element.

604 GEOLOGIC HAZARDS

604-01 Introduction

Several geologic hazards may pose threats to the safety of Reedley area residents. These hazards include expansive soils, weak soils, and erosion. While Figure Eight depicts the generalized locations of the geologic hazards found within the Reedley Planning Area, pinpointing the extent of the hazard as well as the possible mitigation measures would require detailed on-site soil surveys.

604-02 General Description of Geologic Hazards Within Planning Area

- 604-02.1 Expansive Soils - Whenever relatively large percentages of certain clay minerals are present in the soil, expansive soils develop. The soil expands in volume when it absorbs water and shrinks when it is dry. Under saturated or swelled

conditions, the soil becomes very compressible and, therefore, loses its strength. These characteristics of expansive soil often cause serious distortion to building frames, floor slabs, and pavements.

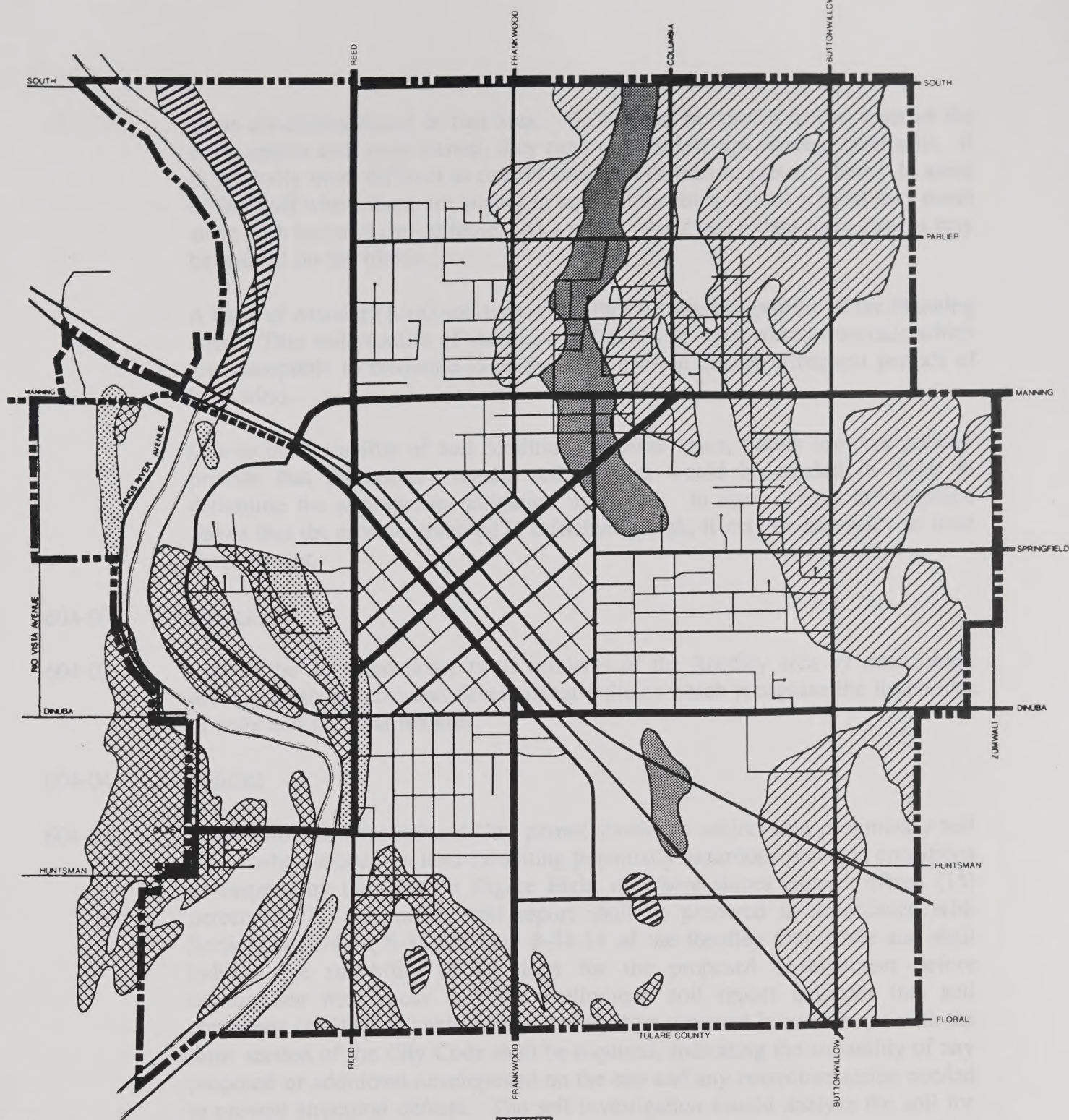
Severe expansive soil conditions which could cause heavy damage to buildings, roads, and other structures are rare within the Planning Area. They are limited to the Cometa (CzaD) soil, with its dense clay subsoil, which is found in the far northwestern portion of the Planning Area. Although, according to the Soil Conservation Service, this soil has a severe limitation rating for most urban-type land uses, its relatively isolated location will insure that it will not adversely impact Reedley's future development.

Moderately expansive soils -- including soils in the Ramona (Rb; Rc) and San Joaquin (ScA; SeA) Series -- are found in a relatively large area within the northeastern and eastern portions of the Planning Area. Although these areas are generally planned for urban uses, moderately expansive soils will usually cause damage only to substandard structures and to flatwork such as streets and patios. In addition, foundations can usually be especially engineered to minimize damage due to these moderately expansive soils. The Ramona and San Joaquin soils, however, also have a severe limitation rating for use as septic tank absorption fields because of their slow permeability.

604-02.2 Weak Soils - Weak soil conditions are generally found near the Kings River and the southern portion of the planned urban area between Reed and Frankwood Avenues. According to the Soil Conservation Service, the Tujunga soil (TzbA), which is found in these areas, has a severe limitation rating with respect to allowable pressure for building foundations based on the provisions of the 1964 edition of the Uniform Building Code. This is due to the loose loamy sand conditions which are found one foot below the surface of the soil. On-site soil analyses would be needed in these locations to determine the building foundation design and site planning required in relation to the soil conditions. In cases where special treatment to mitigate these problems is infeasible, Policy 604-04.3 provides that development should be prohibited.

604-02.3 Erosion - Erosion is a natural geologic process resulting from the removal and transportation of earth materials. Rainfall, freezing, wind, lack of ground cover, and soil characteristics are some of the many natural forces in the erosional process. Erosion can be accelerated through urbanization which involves the clearing of vegetation, grading of slopes, road cuts, excessive irrigation, and increased runoff.

Because the topography of the Reedley area is relatively flat, erosion does not have a significant impact in the area. Moderate-to-severe water erosion potential does exist, however, along the bluffs of the Kings River as a result of the steep



-  Soils Exhibiting Severe Expansive Potential
-  Soils Exhibiting Moderate Expansive Potential

-  Potential Weak Soils
-  Potential Wind Erosion Hazard Area
-  Potential Water Erosion Hazard Area

SOURCE: 1984 Safety Element
(U.S. Soil Conservation Service)

FIGURE 16
GEOLOGIC HAZARD AREAS



slope conditions found in that area. Gullies can be started at the onset of the rainy season and, once started, they can cut back into the adjacent level soils. It is generally more difficult to control such gullies than to prevent them. In areas of the bluff where there are gopher or squirrel burrows, tunnel erosion may result since such burrows can collapse. As a result, water and rodent management may be needed on the bluffs.

A band of Atwater (AoA) soil is found in the northeastern portion of the Planning Area. This soil consists of stabilized old dunes of wind-sorted materials which are susceptible to moderate-to-severe wind erosion during infrequent periods of high wind.

Due to the instability of soil conditions in these areas, Safety Element policies provide that preliminary on-site soil surveys would be needed in order to determine the appropriate mitigation measures. In areas where investigation shows that the erosion potential is sufficiently high, it may be necessary to limit development.

604-03 Objective

- 604-03.1 Protect the lives and property of residents of the Reedley area by establishing urban growth patterns and development policies which recognize the limitations of soils and physical features.

604-04 Policies

- 604-04.1 All development requiring a City permit should be subject to a preliminary soil report when located on land exhibiting potentially hazardous geologic conditions as mapped by the City on Figure Eight or where slopes exceed fifteen (15) percent. The preliminary soil report shall be prepared in accordance with Sections 8-32-4(J), 8-33-8(S) and 8-34-14 of the Reedley City Code and shall indicate the suitability of the land for the proposed development before construction may occur. If the preliminary soil report indicates that soil conditions could be unstable, a soil investigation prepared in accordance with the same section of the City Code shall be required, indicating the suitability of any proposed or additional development on the site and any corrective action needed to prevent structural defects. The soil investigation should analyze the soil for texture, consistency, structure, permeability, depth to the seasonal water table, shrink-swell potential, strength, and slope.
- 604-04.2 Development should be prohibited in areas where corrective measures to affect the geologic hazard are not feasible.

604-04.3 The City Ordinance shall be amended continually to reflect changes in policy and code requirements.

605 FIRE HAZARDS

605-01 Analysis of Fire Hazards and Fire Protection Services

Urban-type fires are the most relevant fire hazard for the Reedley area. Because of the nature of farming and the small amount of vacant land in the fringe area, there is only a minimal fire hazard to the rural area. Therefore, urban fire protection and prevention services are the major subject of this section.

The Reedley Volunteer Fire Department is the primary fire protection provider within the City of Reedley.

The Mid-Valley Fire Protection District (Mid-Valley) provides fire protection to the unincorporated portions of the Planning Area. As a result of a mutual aid agreement between the two agencies, the City Volunteer Fire Department may be requested to provide emergency back-up service in the unincorporated area and Mid-Valley may be requested to provide emergency back-up service to the City.

The City has a Class VI fire insurance rating based on the ten-point scale established by the Insurance Service Office (ISO). Class I is the ISO's highest rating. The City water wells have adequate capacity to meet normal demand as well as emergency situations. During periods of electric outages, water can be provided by the City's two elevated storage tanks and by two wells with pumps powered by natural gas engines. In addition, Reedley fire fighting equipment carries a total of 2,000 gallons of water while the Mid-Valley equipment at Reedley carries a total of 2,000 gallons of water.

Reedley's level terrain and grid street pattern allow free movement of emergency equipment. Minimum road widths and distances between structures are established by the City.

The City operates a fire prevention program consisting of inspections of vacant lots for fire hazards. The City's Environmental Control Office notifies property owners of fire hazards determined as a result of the inspections. The Department reviews land development applications for fire safety considerations.

605-02 Objective

605-02.1 Minimize the loss of life and damage to property as a result of fire.

605-03 Policies

605-03.1 The City of Reedley should:

605-03.1.1 Continue to monitor water supply to insure adequacy for fire protection.

605-03.1.2 Continue to provide adequate fire flow as a suppression measure.

605-03.1.3 Continue to provide fire department training programs.

605-03.1.4 Continue to review land use development proposals for fire safety considerations.

605-03.1.5 Continue to inspect vacant lots for the purpose of reducing fire hazard and facilitating fire suppression.

605-03.1.6 Encourage the installation of heat and/or smoke detection early warning and fire suppression systems in existing structures.

605-03.1.7 Continue to adopt and enforce the latest national building, plumbing, mechanical, and fire prevention codes.

606 SEISMIC HAZARDS

606-01 Analysis of Seismic Hazards

The Reedley planning area is within Seismic Zone 3. This area is characterized as having a relatively thin section of sedimentary rock overlying granite. In this zone, the amplification of shaking that would affect low-to-medium rise structures is relatively high. There is sufficient distance to either the San Andreas or Owens Valley Faults, (expected sources of the shaking) that the effects should be minimal. There are no known seismic faults located within the Reedly Planning Area or the immediate surrounding environs. A map, therefore, was not prepared. The Uniform Building Code requirements for Zone 3 are applicable for all new construction and critical facilities. Secondary hazards due to land-slides, subsidence and settlement, liquefaction, and seiching are considered to be minimal in this area.

The following objectives and policies are adapted from two documents: (a) The 1974 Five County Seismic Safety Element (Volumes I and II) which was prepared by the Tulare County Association of Governments and (b) the Fresno County Seismic Safety Element.

606-02 Objectives

606-02.1 Minimize serious physical damage to structures used for human occupancy and to critical facilities and structures where large numbers of people are apt to congregate.

606-02.2 Insure the continuity of vital services, functions, and facilities.

606-03 Policies

606-03.1 Any critical facilities (as defined in Appendix F) constructed prior to 1948 should be examined as to their earthquake resistant capacities. If found to be below acceptable standards, a program to mitigate potential hazards should be established.

606-03.2 Structures of more than 50 feet or four (4) stories and critical facilities shall require special design considerations for seismic hazards. Factors to be considered, as recommended in the Five County Seismic Safety Element, are as follows:

606-03.2.1 A dynamic analysis procedure shall be used for assessing structural design requirements for structures of more than 50 feet or four (4) stories.

606-03.2.2 Critical facilities should be designed at double the current seismic design forces required in Zone 3 by the 1991 edition of the Uniform Building Code.

606-03.2.3 The bracing and anchoring of all mechanical and electrical equipment for critical facilities shall be designed to withstand lateral seismic forces equal to 20 percent of its total dead load.

606-03.3 The Seismic Safety Element should be reviewed by the City of Reedley as substantially new scientific evidence becomes available.

607 EMERGENCY SERVICES

607-01 Introduction

Emergency services planning is essential to disaster mitigation. Although emergency services planning can not prevent disasters, it can provide for coordinated public action during the time of disaster to reduce loss.

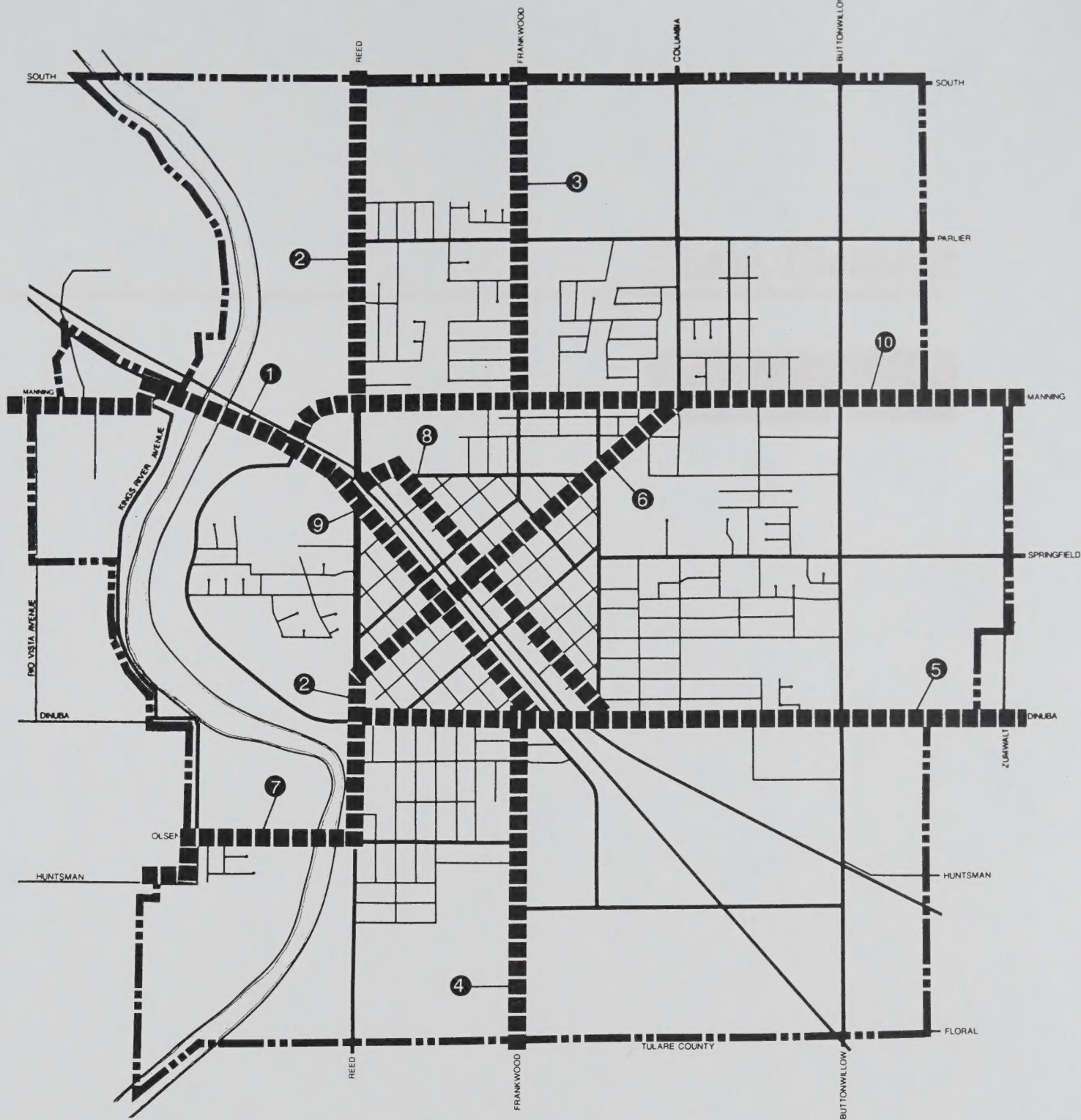
Fresno County has an adopted an emergency services plan and Chapter Five of the Reedley City Code provides for the adoption of an emergency services plan by the City Council.

607-02 Objectives

- 607-02.1 Provide for the continuity of government.
- 607-02.2 Provide a basis for direction and control of emergency operations.
- 607-02.3 Repair and restore essential systems and services.
- 607-02.4 Provide for the protection, use, and distribution of remaining resources.
- 607-02.5 Coordinate operations with the emergency organizations of other jurisdictions.

607-03 Policies

- 607-03.1 The City should continue to maintain a disaster emergency services plan which coordinates City of Reedley disaster services with those of the Fresno County Emergency Services Plan.



- ① MANNING - Major Arterial Street
- ② REED - Arterial Street
- ③ FRANKWOOD NORTH - Collector Street
- ④ FRANKWOOD SOUTH - Arterial Street
- ⑤ DINUBA - Arterial Street
- ⑥ 11TH STREET - Arterial Street
- ⑦ OLSEN - Arterial Street
- ⑧ "G" STREET - Collector Street
- ⑨ "I" STREET - Arterial Street
- ⑩ MANNING - Arterial Street

■■■■■ Planned Evacuation Routes

FIGURE 17 COMMUNITY EVACUATION ROUTE PLAN

CITY OF REEDLEY GENERAL PLAN
2012



Noise Element

Noise Element

City of Reedley

City of Reedley

700 NOISE ELEMENT

701 INTRODUCTION

Noise is an important factor influencing the quality of life in the City of Reedley. Exposure to excessive noise levels can adversely affect human health. In addition to hearing impairment, excessive noise causes sleep interference, fatigue, and physiological stress reactions.

This element of the General Plan, consisting of text and two Noise Contour Maps (Figures Ten and Eleven), expresses the City's intent to minimize the impact of existing noise levels and to prevent adverse noise levels from occurring in the future. Existing and anticipated noise levels and sources are identified and objectives and policies necessary to achieve and maintain acceptable noise exposure levels are established. The element satisfies the California Government Code, Title 7, Section 65302(g), which requires the General Plan to include a noise element.

Noise Element Guidelines (Health and Safety Code Section 46050) were established and adopted by the Office of Noise Control in the State Department of Health Services with the underlying purpose of limiting community exposure to excessive noise levels. The current adopted guidelines give local government flexibility in identifying local levels of concern, in identifying sensitive uses, and in tailoring the noise element to local conditions.

A significant part of the noise data collected for the 2012 General Plan Update was obtained from previous noise impact data prepared in 1974. A community noise study was not conducted for the purposes of this update, in part, because no new major noise generating land uses have been developed in the City since the 1974 study.

This noise element was prepared utilizing noise impact data from 1974 on-site monitoring and rail noise contours. This data was incorporated into the adopted 1977 Reedley General Plan. The City of Reedley, since the adoption of the 1977 General Plan, has not approved any development project which is a significant generator of noise. A major change to the Reedley rail transportation system did occur, however, which resulted in the abandonment of the Piedra Branch line, a north-south route which served Minkler Station. In addition, the number of runs on the Santa Fe and San Joaquin Railroad have been reduced to one run per day during the peak agricultural season. The Atchison, Topeka and Santa Fe Railroad operates one run after 6:00 p.m. from Monday through Saturday. The San Joaquin Valley Railroad has one run from Monday to Friday between the hours of noon and 4:00 p.m. During the off-season, October through April, the runs are reduced to less than half on these levels. As a result of the reduction in rail activity, the noise impact to the community is minimal and is expected to remain at low noise levels due to limited rail operations in the future.

This element is, in part, based on the Fresno County Noise Element and on two reports prepared by the Council of Fresno County Governments: (1) Noise in the Fresno County Region: A Technical Report on Problem Analysis and Contour Development, and (2) the Regional Noise

Element.

702 NOISE SURVEY AND ANALYSIS

An extensive community noise survey was conducted within the City of Reedley in 1974 by the Fresno County Environmental Health Department as part of the work program for the Regional Noise Element. This survey provides the base information for evaluating community noise conditions as they relate to the general well-being of the residents. Specifically, it involved the preparation of rail noise contours as well as on-site monitoring of the impact of noise on sensitive receivers such as schools, hospitals, and rest homes. (Noise characteristics and definitions are identified in section 705).

The rail noise contours, which are mapped on Figure Ten, are based on the L_{Dn} weighted scale which applies greater weight to night-time noise. The contours range upward from the 55 decibel level. Although State guidelines suggest indicating contours down to 45 DBA, this noise contour was not calculated because the ambient noise level often exceeds 45 decibels, thus making the development of a contour for a known source impossible.

Numerous sensitive noise receivers were located in proximity of the railway corridor, with the results of the on-site monitoring of these land uses summarized on Table Six. The number of each land use on Figure Ten corresponds to the number indicated on Table Six.

The Regional Noise Element indicates that the major noise generators in the City of Reedley are transportation facilities such as railroads and streets and fixed point sources such as manufacturing plants.

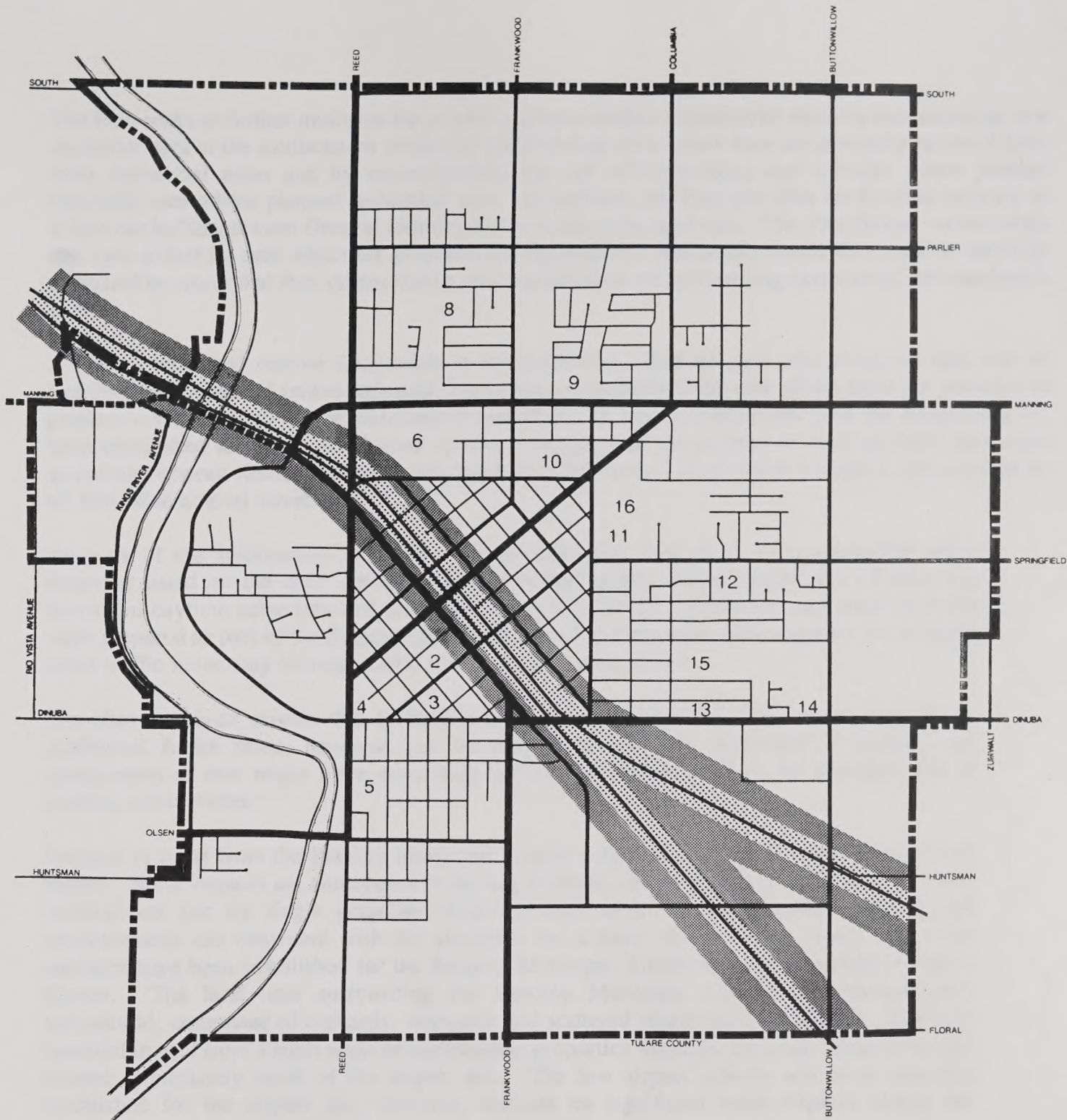
The City of Reedley is bisected, in part, by the Exeter Branch of the San Joaquin Valley Railroad (formerly Southern Pacific Railroad) and by the Visalia Branch of the Atchison, Topeka and Santa Fe Railway. These parallel lines are located on a northwest-southeast corridor through the center of Reedley. The community's major industrial belt is concentrated on both sides of the rail corridor, both through the central core and through the southeastern quadrant of the Planning Area. This combined rail and industrial corridor is the principal noise generator within Reedley. The corridor's impact on residential uses and on sensitive receivers is minimized, however, due to the attenuation provided by the existing Central Business and Service Commercial uses located immediately northeast of the tracks and by the Service Commercial strip located along the southwest side of I Street. Analysis of the noise contours, together with the information on the Land Use Plan map, reveals that with some notable exceptions cited below, most of the planned residential uses and sensitive receivers found to the north and south of this corridor are located in an area having decibel readings below the 60 DBA level. Sixty DBA on the L_{Dn} scale (which was used for developing rail contours) represents the maximum acceptable noise level for urban residential and noise sensitive receivers. Only small portions of Pioneer Park and Washington School together with some of the residential uses in the area between Dinuba, Curtis, Frankwood, and I Streets are located within an area which is subject to a higher noise level.

The abandonment of the Piedra Branch of the Atchison, Topeka and Santa Fe Railway has eliminated sources of railway noise, although minimal, which previously affected residences, portions of Reedley High School, Sierra-Kings Hospital and commercial businesses.

TABLE SIX
NOISE IMPACT ON SENSITIVE RECEIVERS IN REEDLEY

No.	Noise Sensitive Receiver	Location	Date	dBA* L ₁₀	dBA* L ₅₀	Comments
1	Pioneer Park	9th and G	6/27/74	65.3	63.4	Hydra Cooler
2	Washington School	13th and K	6/27/74	55.4	46.6	
3	Mennonite Home	13th and K	6/27/74	56.8	48.4	
4	Convalescent Home	Reed and Dinuba	6/27/74	64.8	55.4	Traffic Noise
5	Immanuel High School	Reed and Curtis	6/27/74	58.7	51.9	
6	Reedley High School	North F @ G	6/27/74	58.8	51.8	Construction Noise
7	Reedley College	Manning and Reed	7/03/74	56.8	50.3	
8	Sierra-Kings Hospital	Cypress and Acacia	7/03/74	54.5	45.0	
9	Saint LaSalle School	Manning and Del Altair	7/03/74	60.7	51.8	
10	Lincoln School	11th and North	7/03/74	60.9	52.1	
11	C. F. Mueller Park	Springfield and East	7/08/74	54.0	47.8	
12	Sierra View Home	1155 Springfield	7/08/74	57.7	49.1	
13	Convalescent Hospital	1090 E. Dinuba	7/08/74	64.0	54.0	Traffic Noise
14	Armstrong Guest Home	19870 E. Dinuba	7/08/74	67.3	57.5	Traffic Noise
15	Jefferson School	Duff and Columbia	7/08/74	58.0	49.4	
16	General Grant School	12th and East	7/08/74	62.2	49.4	

SOURCE: Council of Fresno County Governments, Regional Noise Element, September, 1975



SOURCE: Council of Fresno
County Governments

FIGURE 18
RAILWAY NOISE CONTOURS



The Plan seeks to further minimize the potential adverse impact of industrial noise by concentrating new industrial uses in the southeastern portion of the Planning Area where they are generally removed from most residential areas and by recommending the use of landscaping and setbacks where planned industrial uses adjoin planned residential uses. In addition, the Plan provides for Limited Industry as a land use buffer between General Industry and non-industrial land uses. The Plan further recommends that new industrial uses which are proposed for development within the central core area be carefully evaluated to insure that they do not have a detrimental effect on surrounding commercial and residential uses.

A limited industrial reserve designation is located in the industrial park area along the east side of Frankwood Avenue. Limited industrial land uses, particularly those uses which have the potential to produce noise impacts, will be restricted or prohibited. A (landscaped) buffer land use designation has been established along the Frankwood Avenue frontage with the purpose of creating dense landscape screening between limited industrial and residential land uses. Frankwood Avenue is proposed as an 84 foot wide arterial street.

Analysis of the information in Table Four indicates that only three of the sensitive noise receivers listed on the chart appear to have a noise reading which exceeds the 55 dBA L_{50} maximum daytime noise standard established by policy 704-02. While no road noise contours were prepared as part of the Regional Noise Element, the data in the table suggests that in some cases traffic noise may be responsible for the higher noise levels.

The above analysis reveals that existing noise problems within the City are not significant. Additional future noise, however, can be anticipated with the expansion of existing and construction of new major noise generating facilities as well as through the increased use of existing street routes.

Increase in noise from the Reedley Municipal Airport may gradually occur from future airport flights. Noise impacts are anticipated to be very minimal, however, due to its low activity and predominant use by single propeller engine aircraft under 12,500 pounds. The airport improvements are consistent with the standards for a basic utility airport, Stage 1. Noise contours have been established for the Reedley Municipal Airport and are identified in Figure Eleven. The land uses surrounding the Reedley Municipal Airport are predominately agricultural, comprised of orchards, vineyards and scattered single family dwellings. The only potential impact from airport noise on surrounding properties would be the Great Western School located immediately south of the airport site. The low airport activity and noise contours established for the airport site, however, indicate no significant noise impacts during the planning period to 2012. (See Master Airport Plan.)

703 OBJECTIVES

703-01 Identify maximum acceptable noise levels compatible with various land use designations.

703-02 Develop a policy framework necessary to achieve and maintain a healthful noise environment.

704 POLICIES

704-01 The standards contained herein shall be considered general guidelines for developing and maintaining a noise ordinance that will achieve the intent of this element.

704-02 In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations:

Land Use	Daytime L_{50} *	Nighttime L_{50}	Daily L_{dN}	
			Exterior	Interior
Rural Residential	50 dBA	45 dBA	55 dBA	45 dBA
Urban Residential and Noise Sensitive Receivers**	55	50	60	45
Urban Commercial	65	60	--	--
Urban Industrial	70	70	--	--

Notes: * L_{50} - Exterior sound level exceeded 50% of the total time.

** Schools, parks, hospitals and rest homes.

704-03 Areas subject to an L_{dN} greater than 60 dBA are identified as noise impact zones.

704-04 Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

704-04.1 Setbacks, berms, and barriers.

704-04.2 Acoustical design of structures.

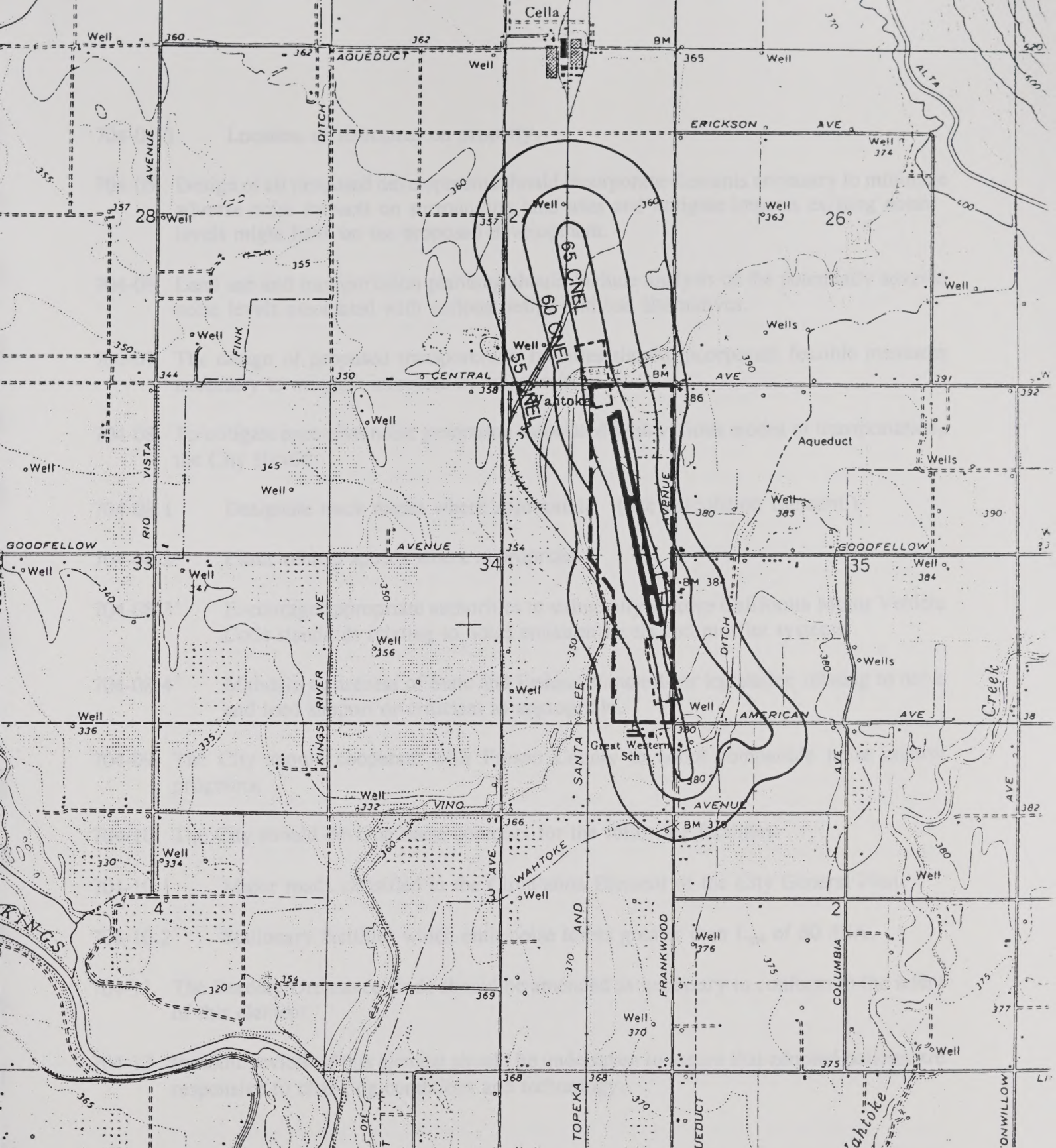


FIGURE 19
REEDLEY MUNICIPAL AIRPORT
 Noise Contour Map



No Scale

SOURCE: WYLE (1982)
 QUAD 1991

- 704-04.3 Location of structures on property.
- 704-05 Design of all proposed developments should incorporate elements necessary to minimize adverse noise impacts on surrounding land uses and mitigate impacts existing noise levels might have on the proposed development.
- 704-06 Land use and transportation planning should include analysis of the potentially adverse noise levels associated with various design and use alternatives.
- 704-07 The design of proposed transportation facilities should incorporate feasible measures necessary to mitigate increases in noise levels.
- 704-08 To mitigate excessive noise generation associated with various modes of transportation, the City should:
- 704-08.1 Designate truck routes where appropriate. (See Circulation Element.)
- 704-08.2 Limit vehicle speeds where appropriate.
- 704-08.3 Encourage appropriate authorities to stringently enforce California Motor Vehicle Code standards relating to noise emission levels and muffler systems.
- 704-08.4 Maintain awareness of State and Federal standards or legislation relating to noise and lend support or criticism as appropriate.
- 704-09 The City should cooperate with Fresno County to adopt compatible noise control programs.
- 704-10 The City should develop noise contours for the following facilities:
- 704-10.1 Major roads classified in the Circulation Element of the City General Plan.
- 704-10.2 Stationary facilities which emit noise levels greater than L_{dN} of 60 dBA.
- 704-11 The Reedley Ordinance Code should be amended as necessary to conform to the intent of this element.
- 704-12 Periodic review of this element should be undertaken to assure that adopted policies are responsive to changing conditions and technology.

705 NOISE CHARACTERISTICS AND DEFINITIONS

705-01 Noise is defined as any unwanted sound, sound being a form of energy transmitted by pressure waves. Hearing is the result of sound waves striking the eardrum and causing it to vibrate. The major aspects of sound are: the source of the vibration, the transmission of the vibration, and the perception of the vibration. Sound waves have two major dimensions: frequency (or pitch) and amplitude (or intensity).

Frequency is expressed in terms of "cycles per second" or "Hertz", and is measured by the number of sound waves passing a point in a given period of time. Amplitude is a measure of the height or depth of sound waves, and its dimension is the decibel (abbreviated dB). A decibel is a relative quantity based on human hearing; the reference level for the decibel scale, 0 dB, is the weakest sound which a person with very good hearing can detect in a quiet place. Technically speaking, the decibel scale is measured in logarithmic units rather than linear units; an increase from 50 to 60 dB represents a tenfold or 1,000 percent increase in sound pressure intensity. The human ear, however, perceives an increase from 50 to 60 dB as a doubling, or a 100 percent increase in loudness.

A number of measurement techniques or scales have been developed to describe noise and to account for the human response to noise. These scales define noise exposure or the integrated effect of a number of different noise levels with varying time-durations. The techniques used in the Noise Element are Day-Night Average Sound Levels (L_{dN}), and the level exceeded for 10 percent of the total time (L_{10}) and 50 percent of the total time (L_{50}). Sound-level meters, which measure loudness, weigh the intensity of sound waves on one of three scales: A, B, or C. A-scales are utilized in current State and local ordinances because they provide a better indication of loudness and annoyance as subjectively experienced by the human ear than the B- and C-scales. The human ear is generally less sensitive to sounds in the lower and higher frequencies. The A-scale network is designed to filter out the correct amount of sound pressure so that it is an instrument equivalent to the human ear.

The most pronounced physiological effect of excessive noise is hearing impairment. Noise-induced hearing loss raises an individual's hearing threshold, which is the degree of loudness at which he first begins to hear. Hearing loss is dependent on noise level exposure, duration, frequency of exposure to the noise, and certain elusive qualities which make some people more susceptible to noise-induced hearing loss than others.

Noise plays a key role in sleep interference and creation of physiological stress reactions, reactions that humans often suffer while not recognizing the cause. Noise is capable not only of arousing a sleeping individual, but can produce sub-aroused states of sleep that result in physiological fatigue the following day. Physiological stress

reactions that occur in noisy environments often result from frustration that occurs when noise interferes with, or distracts from some other activity. These reactions are manifested in such ways as anxiety, constrained and explosive rage, irritability, and energy-draining tension.

705-02 Definitions

- 705-02.1 Acoustics: (a) the science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible; and (b) the sum of the physical qualities which determine the value of an enclosure (as an auditorium) to distinct hearing.
- 705-02.2 Ambient Noise: The all-encompassing noise associated with a given environment.
- 705-02.3 Attenuation: Decrease in sound level, as when the observer increases his distance from the source.
- 705-02.4 A-weighted Scale: A sound measurement scale which corrects the pressures of individual frequencies according to human sensitivities. The scale is based upon the fact that the region of highest sensitivity for the average ear is between 2,000 and 4,000 Hz. The unit is decibel (A) or just dB (A).
- 705-02.5 Day-Night Average Sound Level L_{dN} : A measure of the cumulative noise exposure in the community, with greater weight applied to nighttime periods. Day is defined as 7:00 a.m. to 10:00 p.m., and this period has a weighting factor of one; while night is from 10:00 p.m. to 7:00 a.m. and has a weighting factor of ten.
- 705-02.6 Decibel: The unit of sound pressure level expressed by the formula $SPL = 20 \log_{10} (P/P_0)$. (See Sound Pressure Level.) One decibel (dB) is the approximate minimum change of sound pressure level detectable by the average human ear.
- 705-02.7 Fixed Source: A stationary noise generator such as a manufacturing plant.
- 705-02.8 Frequency: The number of oscillations per second of a wave of sound or a vibrating solid object.
- 705-02.9 Hertz: A unit for expressing frequency. One Hertz (abbreviated Hz) equals one cycle per second.
- 705-02.10 Impulse Noise (Impulsive Noise): Noise of short duration (typically, less than one second) especially of high intensity, abrupt onset and rapid decay, and often rapidly changing spectral composition.

- 705-02.11 Logarithm: The exponent that indicates the power to which a number is raised to produce a given number. That is, the logarithm of 100 to the base 10 is 2, and 10^2 is equal to 100.
- 705-02.12 Loudness: A listener's perception of sound pressure incident on his ear.
- 705-02.13 L_{10} or L_{50} : L_{10} is the level of noise exceeded ten percent of the time. L_{50} is the noise level exceeded 50 percent of the time.
- 705-02.14 Noise: Unwanted sound; sound which lacks musical quality; sound which conveys no useful information to the listener.
- 705-02.15 Noise Contours: Lines passing through points where the same sound level prevails.
- 705-02.16 Noise Impact Zone: An area subject to an L_{dN} of greater than 60 d_{BA} .
- 705-02.17 Noise Sensitive Receivers: Land uses that require lower ambient noise levels such as schools, parks, hospitals, and convalescent homes.
- 705-02.18 Sound Pressure Level: A quantity, expressed in decibels, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure is $P_0 = 20$ micropascals. The formula is $L = 20 \log_{10} P/P_0$.

Appendix

The above information is being provided for your information only. It is not intended to be used for any other purpose.

800 GENERAL PLAN APPENDICES

801 APPENDIX A: ZONING COMPATIBILITY MATRIX

The State requires that consistency exist between the General Plan, which represents long-range public policy, and the Zoning Ordinance, a set of specific legal regulations. The Zoning Compatibility Matrix is a method of defining consistency by comparing each zone district with land use categories set forth in the General Plan. The Matrix illustrates the suitability of the specific zoning districts with the policies specified in the text of the General Plan, thereby making it easier for decision makers to both interpret and implement the General Plan.

The Matrix which follows applies three degrees of compatibility to land use designation and zoning:

- 801-01 Compatible: Zones which specifically implement the policies specified in the General Plan.
- 801-02 Conditionally Compatible: Zones which may be compatible with the policies of the General Plan, depending on certain circumstances which may apply.
- 801-03 Not Compatible: Zones which are inconsistent with the General Plan policies for a particular land use designation.

Although the Reedley General Plan includes territory located both within the City and within the unincorporated area, the Matrix defines consistency only between City of Reedley zone districts and planned urban land uses. The Agriculture and Urban Reserve land use designations which are indicated on the Land Use Plan map have not been included on the Matrix because these designations have been applied only to areas outside the City limits.

Land Use/Zoning Compatibility Matrix

General Plan Land Use Designations	Consistent City of Reedley Zoning																				
	RCO	UR	R-1-30	R-1-12	R-1-7.5	R-1-9	R-1-6	RM-3	RM-2	PO	C-AO	CN	CC	CS	C-R	ML	MH	MP	FW	FF	P
Agriculture and Open Space	★																		△	△	
Urban Reserve		★																	△	△	△
RESIDENTIAL																					
Estate Density			★																△	△	△
Low Density Residential				★															△	△	△
Medium Density Residential					★	★	★												△	△	△
High Density Residential								★	★										△	△	△
COMMERCIAL																					
Office Commercial										★	★								△	△	△
Neighborhood Commercial												★							△	△	△
Central Commercial													★								△
Service Commercial														★					△	△	△
Recreation Commercial															★ ¹						
INDUSTRIAL																					
Limited Industrial																★		△	△	△	△
General Industrial																	★	△	△	△	△
Public Facilities	★	★																	△	△	△

LEGEND:

★ Comparable △ Conditionally Compatible Not Compatible

★¹ Recreation Commercial zone to be established after adoption of this plan.

MAJOR ARTERIAL ROAD AND ARTERIAL ROAD

FOUR LANE DIVIDED

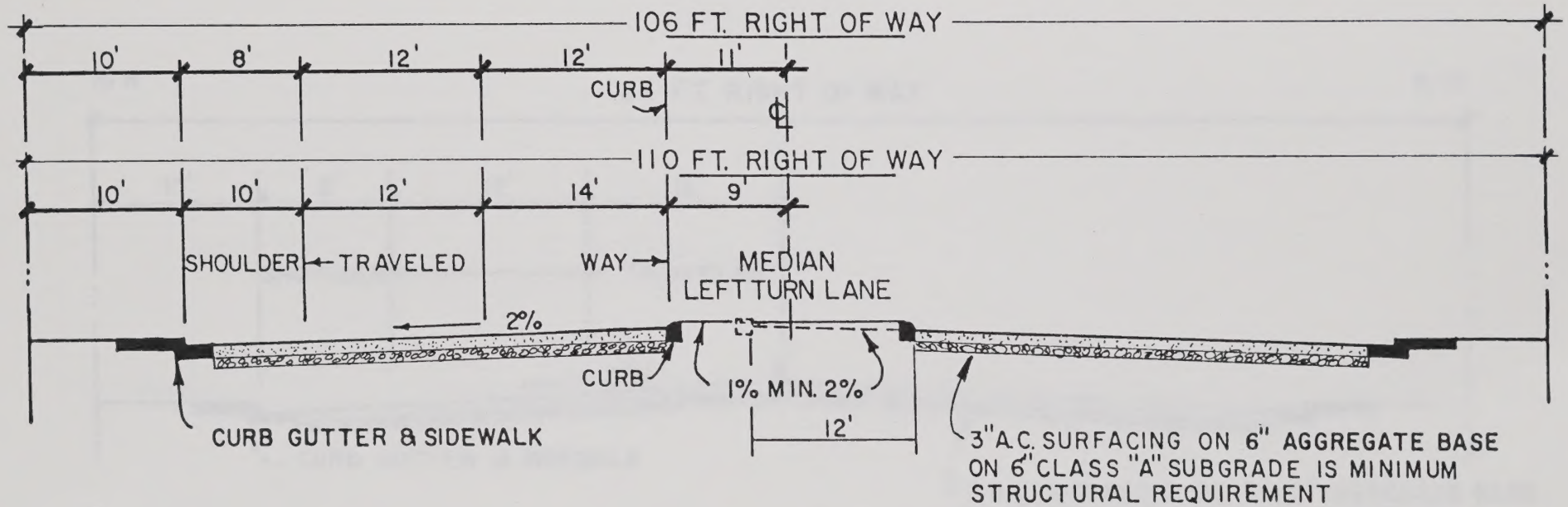


FIGURE B-1

TYPICAL ROADWAY CROSS SECTION

CITY OF REEDLEY GENERAL PLAN

2012

ARTERIAL ROAD AND COLLECTOR ROAD
(NON-INDUSTRIAL)
FOUR LANE UNDIVIDED

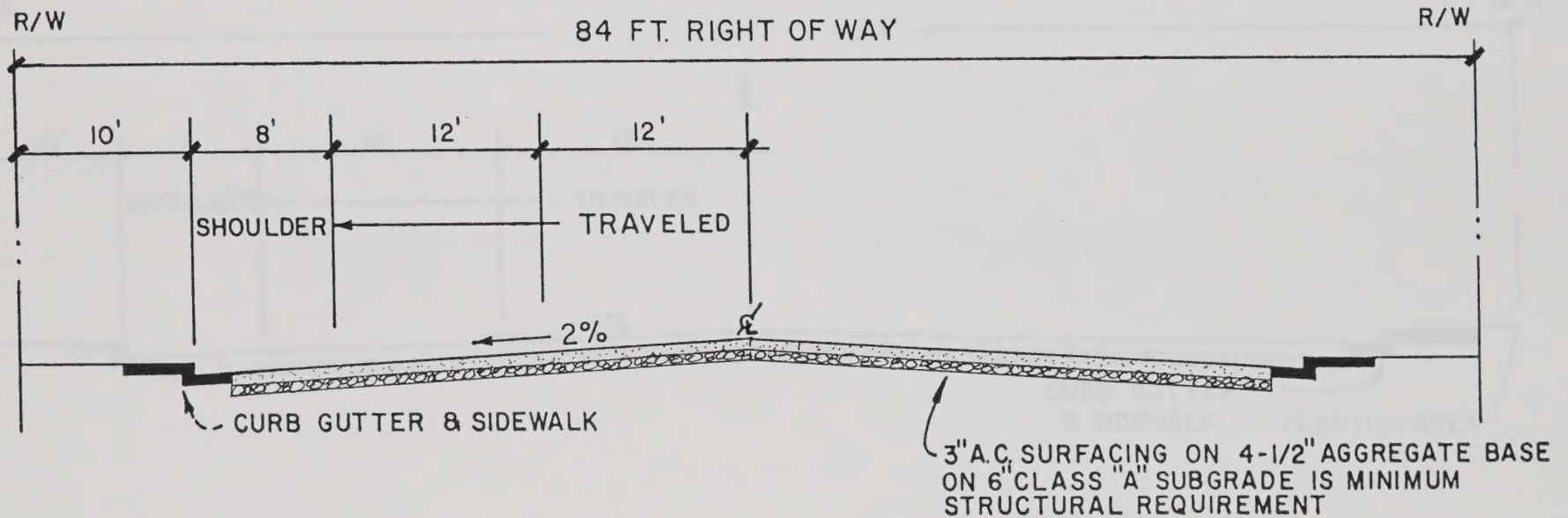


FIGURE B-2

TYPICAL ROADWAY CROSS SECTION

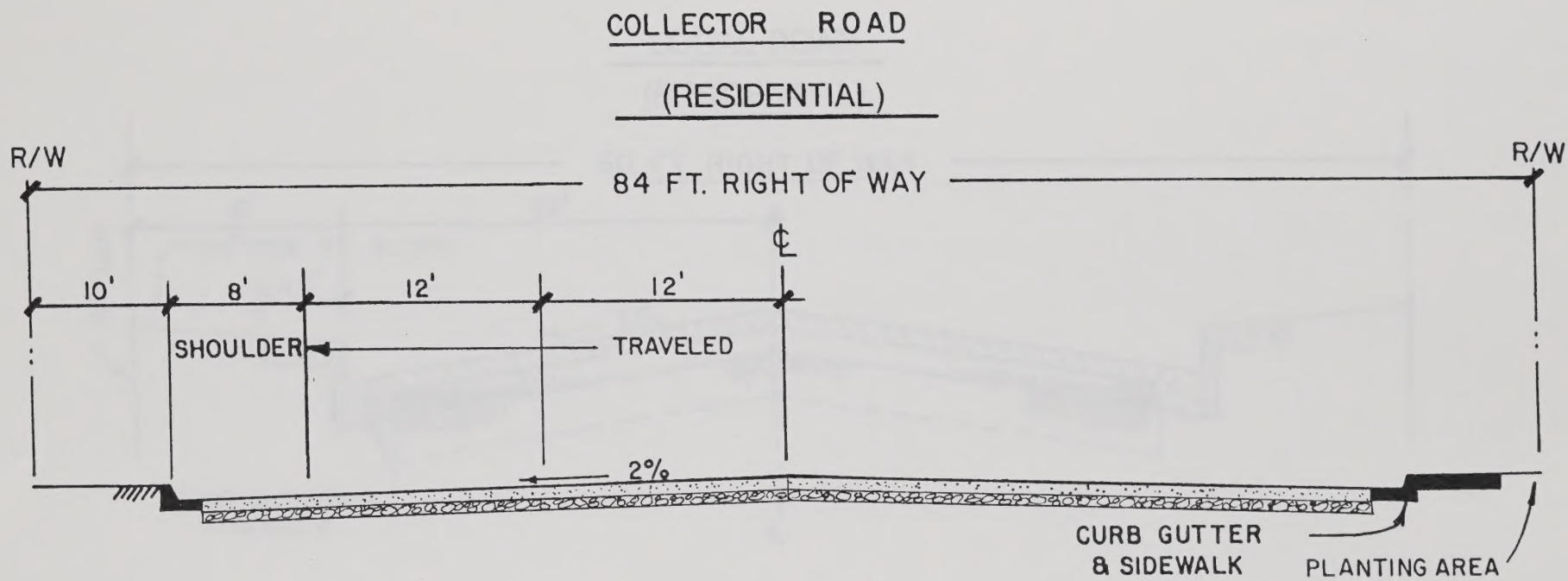


FIGURE B-3

TYPICAL ROADWAY CROSS SECTION

LOCAL COLLECTOR ROAD

(INDUSTRIAL)

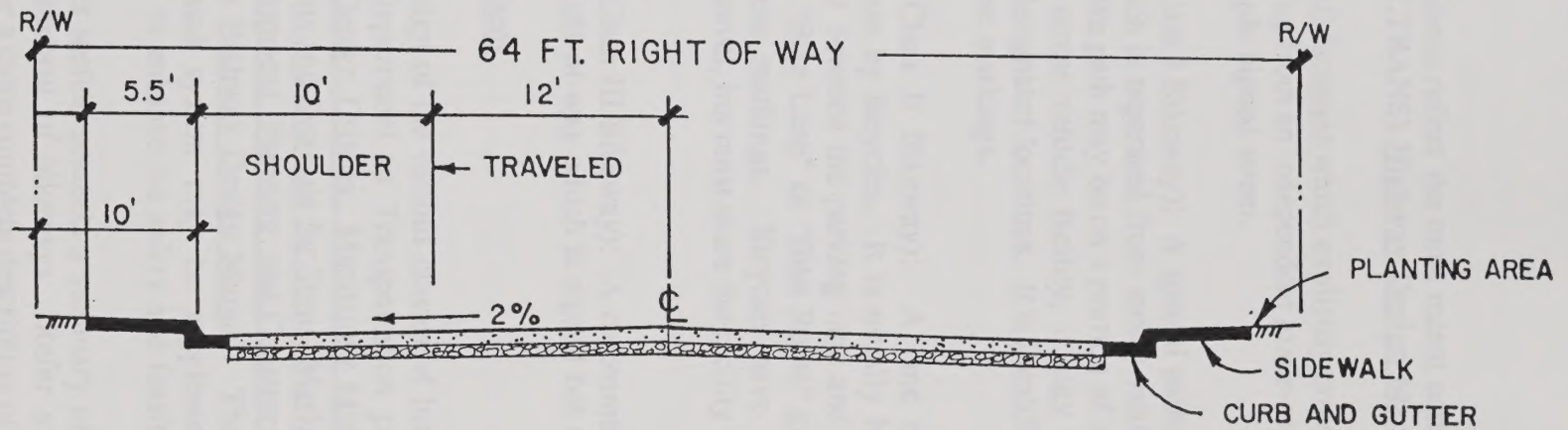


FIGURE B-5

TYPICAL ROADWAY CROSS SECTION

803 APPENDIX C: BIKEWAYS

803-01 Definitions

The following definitions reflect the most recent edition of the California Department of Transportation (CALTRANS) Highway Design Manual.

- 803-01.1 Bikeways: All facilities which explicitly provide for bicycle travel. The bikeway can be anything from an independent grade-separated facility on separate right-of-way to a simple signed street.
- 803-01.2 Bike Path (Class I Bikeway): A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and may also have pavement markings.
- 803-01.3 Bike Lane (Class II Bikeway): A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.
- 803-01.4 Bike Route (Class III Bikeway): A recommended route for bicycle travel along an existing right-of-way which is signed but not striped.

803-02 Design Standards

Standards for the design of the various classes of bicycle facilities shall be based upon: (a) the California Department of Transportation publication entitled, Recommended Minimum General Design Criteria, Mandatory Minimum Safety Design Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California; and (b) the Department's Highway Design Manual. These standards are intended to show how the existing road system may be supplemented with facilities or measures specifically designed to enhance the safety and feasibility of bicycle travel.

The remainder of this section presents a summary of State of California standards with respect to the development of bikeways. Refer to the two State publications listed immediately above for a more complete description of the State's bikeway design criteria.

803-02.1 Class I, Bicycle Path Standards:

The basic typical cross section for a two-way bike path is an eight-foot paved section within a 14-foot graded area. Five feet is the minimum width for one-way travel. The outside graded area should have a flush junction with the path and slope smoothly and gently away from the path. The minimum lateral clearance to obstruction from the edge of pavement of a bike path is three feet. The minimum clearance to overhead obstructions is eight feet.

803-02.2 Class II, Bike Lane Standards:

Bike lanes shall be one-way facilities. The widths of bike lanes will vary depending upon the type of street or highway used. Generally, on an urban-type roadway without curbs, the minimum width shall be four feet. Where no other feasible route is available, bicyclists may be allowed use of the outside shoulder of a freeway or expressway. Minimum width of this paved outside shoulder shall be at least four feet and preferably eight feet wide. Grades for all bike lanes shall be that of adjoining roadways.

803-02.3 Class III, Bike Route Standards:

A Class III bikeway may be established by placing "Bike Route" signs along a road that is to be served by bicycle and motor vehicle traffic. If the road is not wide enough to accommodate bike lanes, it should be considered suitable for bicycle travel only if motor vehicle volumes are fairly light. The grade shall be that of the roadway.

803-02.4 Geometric Design Standards:

Widths for bikeways have been discussed under the types of facilities above. Most other geometric features of Class II and III bikeways (design, speed, sight distance, horizontal alignment, etc.) are the same as the streets and highways of which these facilities are a part, and therefore, are usually adequate. But where street and highway standards do not apply, particularly for Class I bikeways and sometimes for Class II and Class III bikeways, specific standards for these geometric features have been established. A detailed explanation of these standards can be found in the Highway Design Manual and the Recommended Minimum General Design Criteria, Mandatory Minimum Safety Design Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California. Both publications are prepared by the California Department of Transportation.

803-02.5 Intersections:

Intersection design is critical. Intersections with cross streets pose difficult bikeway design problems. Most car-bicycle accidents occur at these locations. Operating conditions at intersections should be improved through signs, pavement marking, traffic signals, law, and education.

Signs and pavement markings can alert motorists to the presence of a bikeway and to potential conflicts at intersections. Pavement markings can also delineate the exact location of the bikeway. Where appropriate, traffic signals can assign rights-of-way. Laws and ordinances can clarify the respective rights of cyclists and motorists where their paths cross, or on shared facilities. Education can enable drivers to adapt better to traffic mix that includes bicycles and can also help newer cyclists to perfect their skills.

The precise details and standards used for signing, marking, and electrical installation should be as required under the Standard Bicycle Route Signs and Markings developed and approved by the California Traffic Control Devices Committee and subsequently adopted by the California Department of Transportation. These standards are included in the California Department of Transportation Recommended Minimum General Design Criteria, Mandatory Minimum Safety Criteria and Uniform Specifications and Symbols for Signs, Markers, and Traffic Control Devices to be Used in the Development, Planning, and Construction of Bikeways in California.

804 APPENDIX D: SAFETY ELEMENT

804-01 Definitions

- 804-01.1 Acceptable Risk: Level of risk below which no specific action by local government is necessary
- 804-01.2 Avoidable Risk: Risk not necessary to take because alternative means are available to achieve individual or public goals without taking the risk.
- 804-01.3 Critical Facilities: Critical facilities include such facilities as schools, hospitals, dams fire and police stations, bridges, radio stations, sewage treatment plants, electrical substations, government buildings, etc. These facilities are defined as those structures that fall within one or both of the following criteria:
- a. The failure of the structure would present a high degree of danger to a large number of people.
 - b. The failure of the structure would severely impair the ability of the community to respond to an emergency or severely impair the continued delivery of essential services.
- 804-01.4 Designated Floodway: The channel of a stream and that portion of the adjoining flood plain required to reasonably provide for the passage of floodwaters of a given magnitude.
- 804-01.5 Expansive Soils: These are "shrink-swell" soils which greatly increase in volume when they absorb water and shrink when they dry out.
- 804-01.6 Five County Seismic Safety Study: Seismic safety study prepared for Fresno, Kings, Madera, Mariposa, and Tulare Counties entitled Five County Seismic Safety Element, Part I - Technical Report, and Part II - Summary and Policy Recommendations, April, 1974. This study provides the technical basis for the City Seismic Safety Element.
- 804-01.7 Flood-Fringe Area: Land subject to inundation by a 100-year flood by excluding the Designated Floodway.
- 804-01.8 Flood Prone or Flood Hazard Area: Land subject to inundation by a 100-year flood.
- 804-01.9 Flood or Flooding: A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of streams, rivers, or other inland water.

- 804-01.10 Flood, 100-Year: The 100-year flood is the highest level of flooding that, on the average, is likely to occur once in every 100 years, (i.e., that has a one (1) percent change of occurring each year.
- 804-01.11 Flood-Plain Management: The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works, and land use and control measures.
- 804-01.12 Floodproofing: Any combination of structural and non-structural additions, changes, or adjustments to properties and structures which reduce or eliminate flood damage to lands, water and sanitary facilities, structures, and contents of buildings.
- 804-01.13 Grading: Any act by which surface soil, rock, or mineral matter is uncovered, removed, displaced, or relocated including the removal of vegetative cover, excavation, and landfill.
- 804-01.14 Hazard Areas: Geographic locations within the Planning Area recognized as having unique characteristics that make the area potentially threatening to human life and property.
- 804-01.15 Preliminary Soil Report: A preliminary soil analysis and report, as required by Section 17953 of the Health and Safety Code and as defined in Section 8-34-14 of the City Code, covers all soil fills and any soil problem that might lead to structural defects as herein defined. The report is prepared by a civil engineer.
- 804-01.16 Slope: The degree of ground surface inclination which is expressed as a percentage of vertical distance to horizontal distance.
- 804-01.17 Soil Investigation: A detailed soil analysis and report, as required by Section 17954 of the Health and Safety Code and Section 8-34-14 of the City Code, that recommends corrective action to prevent structural defect, as herein defined. Such a report is prepared by a civil engineer.
- 804-01.18 Structural defects: Defects or damages caused in any structure or improvement and not necessarily limited to buildings or dwellings unless the context so indicated.
- 804-01.19 Substantial Improvement: Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the actual cash value of the structure.
- 804-01.20 Unacceptable Risk: Level of risk above which specific action by local government is deemed to be necessary to protect life and property.

Master Airport Plan

City of Reedley

CITY OF REEDLEY
AIRPORT MASTER PLAN
2003 - 2014

REEDLEY MUNICIPAL AIRPORT MASTER PLAN

OVERVIEW

Reedley Municipal Airport was established in 1978 following acquisition of the former Great Western Airport by the City of Reedley. A privately owned airport had existed on the site since the late 1940's. Under City ownership, additional land was acquired and a new 3,303-foot runway was constructed northeast of the old one. The old building facilities were retained. Development of the airport has been partially funded by Federal Aviation Administration grants.

The Reedley Municipal Airport is located on a 158-acre site. The site is located approximately five miles north of the City on the west side of Frankford Avenue between American and Central Avenues.

CITY OF REEDLEY AIRPORT MASTER PLAN

1992 - 2012

The airport is classified a Stage 1. This type of airport accommodates approximately 75 percent of the country's aircraft under 12,500 pounds and fleets operations largely in single-engine aircraft. Such an airport is primarily intended to serve low-density locations, such as small population centers and remote recreation areas. Although an air carrier service is anticipated at the municipal airport, and Reedley travelers will still be dependent upon the Fresno Air Terminal or Visalia airport for such service.

Agriculture, extensively, orchards and vineyards, are the predominant land uses in the airport environs. Numerous residences and other land uses, however, are scattered throughout the area. During the public hearings on the proposed airport acquisition and development in 1971, the airport's proximity to the Great Western School, an elementary school located on the south side of American Avenue, was a major land use compatibility concern. Safety, rather than noise, was the primary issue. Although the site above the Great Western School on the route, potentially adverse impacts of the airport are mitigated by: (1) the route and alignment of the runway approximately 2,400 feet from the school; and (2) the flight pattern is away from the school by an established right-hand traffic pattern.

Activity at the airport has greatly increased since the City's acquisition. In late 1991, some 59 aircraft were based on the field compared to a total of approximately 13 airplanes in a 1977 FAA Airport Master Record survey of its old facility. The volume of aircraft operations also has risen substantially. Much of the increase occurred during 1991 in the form of flight training activity diverted from the Fresno Air Terminal and Fresno Chandler Airports when Air Traffic Control services were much more restrictive at those facilities.

The City of Reedley is currently reviewing well plans for future development of Reedley Municipal Airport. Installation of Visual Approach Slope Indicator's (VASI), expansion of the aircraft parking apron, additional hangar units or 12-bolt structures was built in 1981, and runway extension of the runway (bringing the airport in Basic Utility Group II standards) are among the planned projects.

REEDLEY MUNICIPAL AIRPORT MASTER PLAN

OVERVIEW

Reedley Municipal Airport was established in 1978 following acquisition of the former Great Western Airport by the City of Reedley. A privately owned airport had existed on the site since the late 1940's. Under City ownership, additional land was acquired and a new 3,300-foot runway was constructed northerly of the old one. The old building facilities were retained. Development of the airport has been partially funded by Federal Aviation Administration grants.

The Reedley Municipal Airport is located on a 138-acre site. The site is located approximately five miles north of the City on the west side of Frankwood Avenue between American and Central Avenues.

The airport is classified as a Basic Utility Airport, Stage 1. This type of airport accommodates approximately 75 percent of the propeller aircraft under 12,500 pounds and limits operations largely to single-engine aircraft with some use by light jets and twin-engine aircraft. Such an airport is primarily intended to serve low-activity locations, such as small population centers and remote recreation areas. No commercial air carrier service is anticipated at the municipal airport, and Reedley travelers will still be dependent upon the Fresno Air Terminal or Visalia airport for such service.

Agriculture, extensively orchards and vineyards, are the predominant land uses in the airport environs. Numerous residences and other land uses, however, are scattered throughout the area. During the public hearings on the proposed airport acquisition and development in 1972, the airport's proximity to the Great Western School, an elementary school located on the south side of American Avenue, was a major land use compatibility concern. Safety, rather than noise, was the primary issue. Although the site abuts the Great Western School on the south, potentially adverse impacts of the airport are mitigated by: (1) the south end alignment of the runway approximately 2,400 feet from the school; and (2) the flight pattern is away from the school by an established right-hand traffic pattern.

Activity at the airport has greatly increased since the City's acquisition. In late 1991, some 59 aircraft were based on the field compared to a total of approximately 13 indicated in a 1977 FAA Airport Master Record survey of the old facility. The volume of aircraft operations also has risen substantially. Much of the increase occurred during 1981 in the form of flight training activity diverted from the Fresno Air Terminal and Fresno Chandler Airports when Air Traffic Control services were made more restrictive at those facilities.

The City of Reedley is currently proceeding with plans for future development of Reedley Municipal Airport. Installation of Visual Approach Slope Indicator's (VASI), expansion of the aircraft parking apron, additional hangar units (a 12-unit structure was built in 1981), and runway extensions of the runway (bringing the airport to Basic Utility Stage II standards) are among the planned projects.

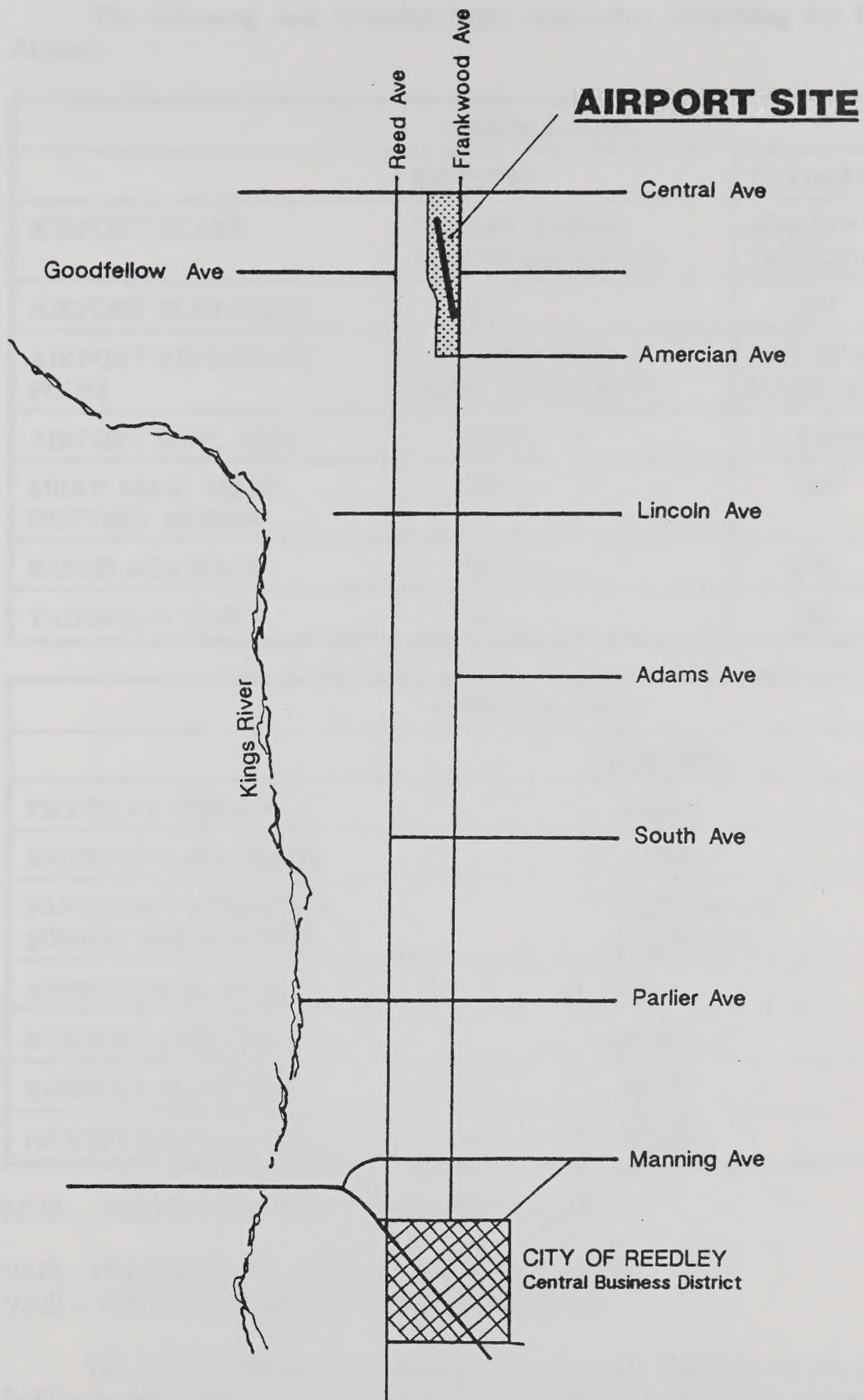


FIGURE 10
REEDLEY MUNICIPAL AIRPORT
Vicinity Map

The following data identifies basic information comprising the Reedley Municipal Airport:

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT CLASS	UTILITY VISUAL DESIGN GR.1(B.U.I)	UTILITY VISUAL DESIGN GR.1(B.U.II)
AIRPORT ELEVATION	383'	383'
AIRPORT REFERENCE POINT	LAT.36°40'16"N LONG.119°26'30"W	LAT.36°40'16"N LONG.119°26'30"W
AIRPORT NAV. AIDS	PAPI	PAPI/VASI
MEAN MAX. TEMP. HOTTEST MONTH	100°	100°
BASED AIRCRAFT	59	500
T-HANGAR UNITS	10	100

RUNWAY DATA		
	EXISTING	ULTIMATE
PHYSICAL LENGTH	3,300'	3,700
EFFECTIVE GRADIENT	0.15%	0.15%
PAVEMENT STRENGTH SINGLE WHEEL GEAR	12,500 lbs.per single wheel	12,500
APPROACH SLOPES	20:1	20:1
RUNWAY LIGHTING	M.I.R.L.	M.I.R.L.
RUNWAY MARKING	BASIC	BASIC
NAVIGATIONAL AIDS	PAPI	PAPI/VASI

MIRL - MEDIUM INTENSITY RUNWAY LIGHT

PAPI - PRECISION APPROACH PATH INDICATOR

VASI - VISUAL APPROACH SLOPE INDICATOR

The City of Reedley contemplates the eventual upgrading of the planned municipal facility to basic Utility Airport Stage II Standards, if required by future demands. Such expansion is not part of the current plan and would be subject to the same County, State, and Federal review and approval process required for the current expansions. Stage II airports can

accommodate about 95 percent of propeller aircraft under 12,500 pounds and are primarily intended to serve locations which have a medium size population (50,000) with a diversity of usage and potential for increased aviation activities.

AIRPORT ENVIRONS

Location and Access

- Located north of City of Reedley; bounded on east by Frankwood Avenue, north by Central Avenue, south by American Avenue, and west by AT&SF Railroad.
- Access via Frankwood Avenue, 5 miles from Reedley, and via Annadale Avenue and Frankwood, 8 miles from Sanger.
- Airport property is a noncontiguous portion of City of Reedley; surrounding area unincorporated.
- Airport not in Reedley planning sphere of influence.

Surrounding Land Uses

General Character

- Agricultural and rural residential in all directions.

Runway Approaches (distance from threshold)

- Runway 15 - road (450'); orchard and vineyards beyond.
- Runway 33 - airport property to 2,000' straight out; houses (2,000' and 2,300'); school (2,200' from runway, 300' off centerline); orchards and vineyards beyond.

Zoning

- Height limits are restricted by FAA Standards.
- Surrounding area mostly zoned by County for exclusive agricultural uses with 20-acre minimum parcel size (AE-20).

Land Use Plans

Reedley General Plan

- Adopted by City (1992)

Regional Land Use Element

- Prepared for Council of Fresno County Governments (1980).
- Airport in non-urban area designated for general agricultural use.

Fresno County General Plan (1975)

- Surrounding area shown as agricultural.

Tax Sharing Agreement - City of Reedley/Fresno County

- Establish review requirements for development project near the airport.

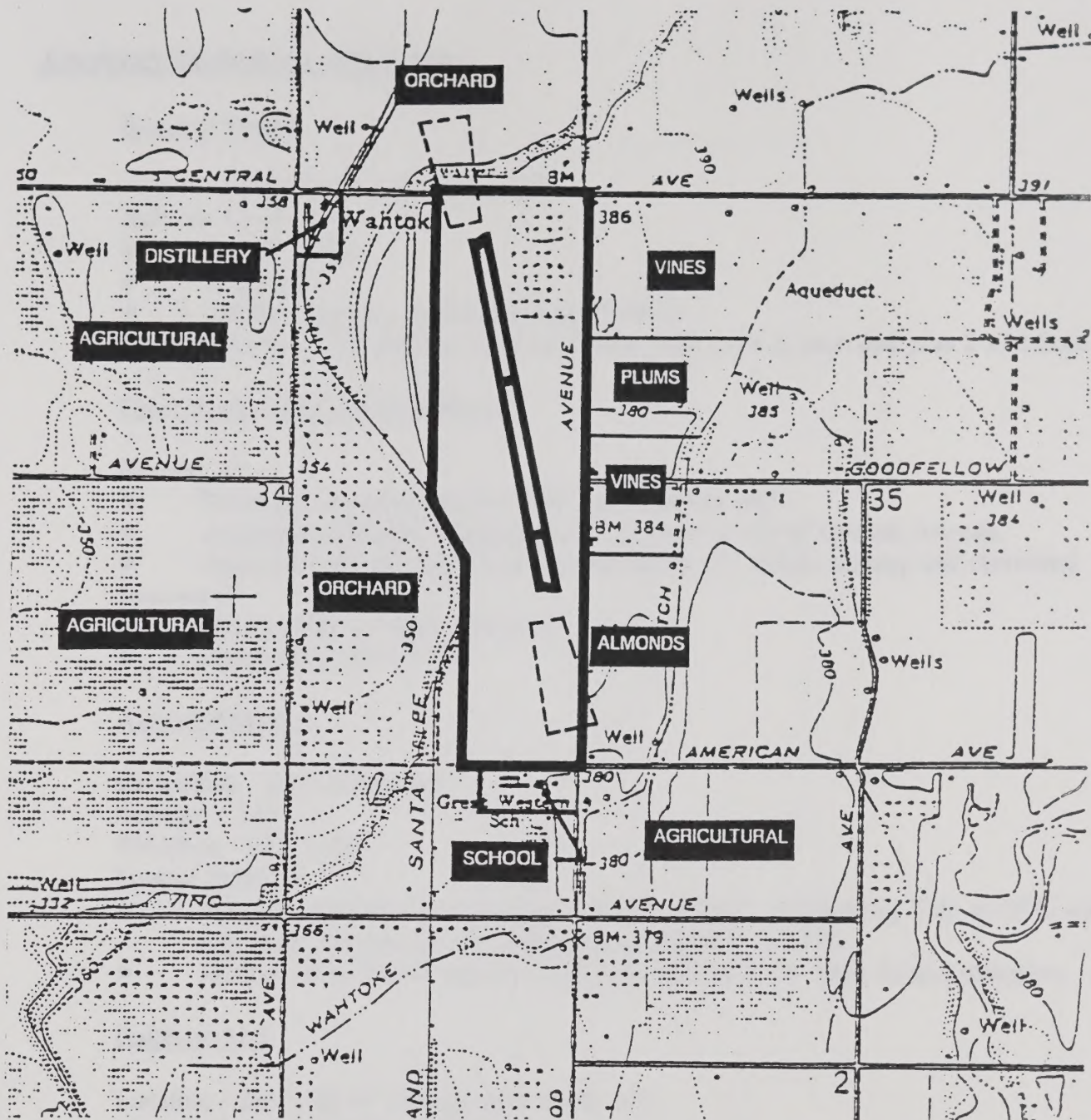


FIGURE 11
REEDLEY MUNICIPAL AIRPORT
 Surrounding Land Uses



No Scale

AIRPORT PHYSICAL FEATURES

Runway System

Airport Classification - Basic Utility I.

Runway 15-33

- Length 3,300'
- Width 50'
- Medium intensity runway lighting (MIRL)

Taxiway Access - full parallel taxiway on east with exits at each end plus 2 mid-field.

Clear Zones (CZ) and Approaches

Runway 15

- Property line approximately 450' from runway end.
- Avigation easement obtained on CZ property north of Central Avenue.
- Approach surface clear (road approximately 10' below runway and elevation).

Runway 33

- Most of CZ on airport property.
- Approach surface clear.

Airport Property

Ownership - City of Reedley

Acreage - 138

Elevation - 383' MSL

Special Features

- Formerly privately owned Great Western Airport; acquired by City in 1976 and upgraded; runway on new alignment constructed in 1978.
- Bluff on west side of airport drops approximately 25' from airport elevation.

Building Area

Location - East side of runway, near south end.

Aircraft Parking Capacity of Existing Apron

- Tie-downs/uncovered spaces: 65 (including transient).
- Hangars: 12

Services

- Attended 0800-1700 weekdays
- Fuel
- Flight instruction, aircraft rental, aircraft maintenance
- Crop dusting

Sources

- Airport Plan (1981)
- California Division of Aeronautics Airports Inventory
- FAA Airport Facility Directory

AIRPORT ACTIVITY

<u>Based Aircraft</u>	<u>1991</u>	<u>2000</u>
Total	59*	105**
<u>Aircraft Operations</u>	<u>1991</u>	<u>2000</u>
Annual ¹	10,000*	16,462*
Average Day ¹	27	45
<u>Fleet Activity Mix*</u>	<u>1991</u>	<u>2000</u>
Single-engine	88 %	88 %
Light twin-engine	9.5 %	10.5 %
Heavy twin-engine	1.45 %	1.45 %
Agricultural applicator aircraft	1 %	0 %
Business jets	.05 %	.05 %

¹ Current estimates - FAA will perform a count in 1993.

<u>Time of Day Distribution*</u>	<u>1991</u>	<u>2000</u>
Nonagricultural aircraft		
Day (0700-1900 hours)	80%	no
Evening (1900-2200 hours)	15%	change
Night (2200-0700 hours)	5%	
Agricultural aircraft		
Day	100%	no
Evening	0%	change
Night	0%	
<u>Runway Use Distribution*</u>	<u>1991</u>	<u>2000</u>
Nonagricultural aircraft		
Takeoffs and Landings		
Runway 15	20%	no
Runway 33	80%	change
Agricultural aircraft		
Takeoffs and Landings		
Runway 15	35%	no
Runway 33	65%	change

Flight Track Data

- Left traffic Runway 15; right traffic Runway 33.
- Most traffic is straight in and straight out.

Sources

- * Reedley Airport Manager (1991)
- ** Fresno Regional Airport System Plan (1981)
- *** FAA Airport Master Record (1981)

REEDLEY MUNICIPAL AIRPORT MASTER PLAN

POLICIES AND OBJECTIVES

INTRODUCTION

Anticipated long term population and economic growth in the Reedley planning area and southeast Fresno County regions will result in a demand for additional airport services and physical improvements. A Master Plan for future airport improvements has been prepared for the airport site. The following objectives and policies, however, will provide a basis for rendering decisions on future airport issues that will need to be addressed as demands for airport services and improvements increase.

1. Objectives

- 1.1 Provide a municipal airport that is safe and well maintained.
- 1.2 Provide a municipal airport that caters to the needs of private plane owners and recreational flyers.
- 1.3 Provide a municipal airport that is financially self-supporting.
- 1.4 Insure that the municipal airport expands to meet future demands and considers the impacts to surrounding properties.
- 1.5 Provide a municipal airport that meets the needs of businesses which benefit from immediate and direct access to air transportation.

2. Policies

- 2.1 Promote airport related land uses and private business on developable site areas No. 1 and No. 2.
- 2.2 Utilize Reedley redevelopment assistance to attract viable airport related business and projects that will promote Reedley economic development and redevelopment objectives.
- 2.3 Strictly comply with provisions of adopted Fresno County Airport Land Use Plan.
- 2.4 Apply for financial assistance with State and Federal agencies on matters relating to airport improvements.
- 2.5 Comply with Noise Element provisions.

PROPOSED AIRPORT IMPROVEMENTS

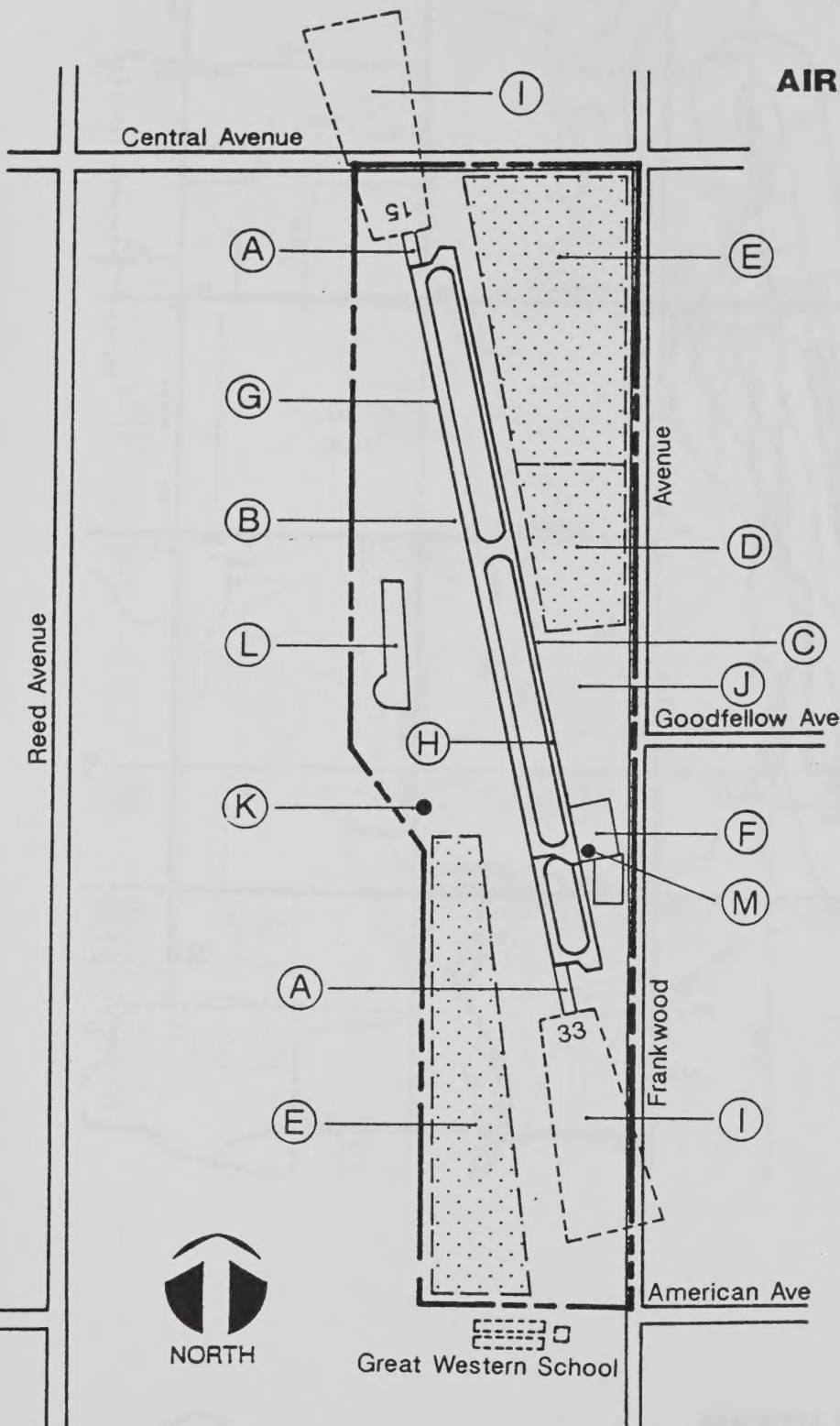
- A. The current runway is 3,300 feet in length and 50 feet in width. The proposed runway improvement is to extend the runway length by an additional 400 feet. This will be accomplished by expanding the north and south ends of the runway by 200 feet respectively. The runway surface will be constructed with an asphaltic-concrete surface.
- B. The present runway width of 50 feet will be expanded by a total 25 feet to result in an ultimate width of 75 feet along the entire runway length.
- C. The existing 20 foot wide taxiway extending from the T-hangar area north to the end of runway will be expanded to an ultimate width of 50 feet.
- D. The total future T-hangar expansion will be 63,250 square feet and will accommodate at least 46 units. These hangar improvements will be developed as demand warrants.
- E. Two undeveloped portions of the airport site are set aside for future airport development. Site No. 1, approximately 21 acres, is located at the northeast corner of Central Avenue and Frankwood Avenue. The site is presently used as an orange orchard and is leased for agricultural operations. Site No. 2 is located at the southwest corner of the airport site on approximately 19 acres of vacant land. Both sites are intended to be utilized for commercial and/or light industrial uses that are directly airport related. Indirect uses, however, may be developed that are in accordance with overall economic development objectives of the City. The airport site is located within the 1991 adopted City of Reedley Redevelopment Project Area which may be developed in accordance with objectives of the Reedley Redevelopment Plan.
- F. An expansion to the existing FBO hangar is planned for the purpose of accommodating larger aircraft. The actual size of expansion will be determined upon future need.

All future improvements and land uses on the airport site will be developed in accordance with applicable policies and regulations of the City of Reedley, the Reedley Airport Master Plan, Fresno County Airport Land Use Plan and requirements of the Federal Aviation Administration and available funding sources.

- G. Replacement of existing underground fuel tanks is planned to comply with current fuel installation standards. The size of tanks and manner of above-ground or underground installation has not been determined.

City of Reedley
AIRPORT MASTER PLAN 2012

FIGURE 12



LEGEND

- (A) -200' Runway Expansion
- (B) -75' Runway Width Ultimate Expansion
- (C) -50' Taxiway Width Ultimate Expansion
- (D) -Develop New Hangers
- (E) -Future Airport Business Site
- (F) -FBO Hanger Expansion
- (G) -Existing Runway
- (H) -Existing Taxiway
- (I) -Existing Clear Zone
- (J) -Existing Apron
- (K) -Beacon Location
- (L) -Existing Ponding Basin
- (M) -Underground Fuel Tank Replacement
- [Shaded Area] Future Airport Related Development. Private and/or Public Use.

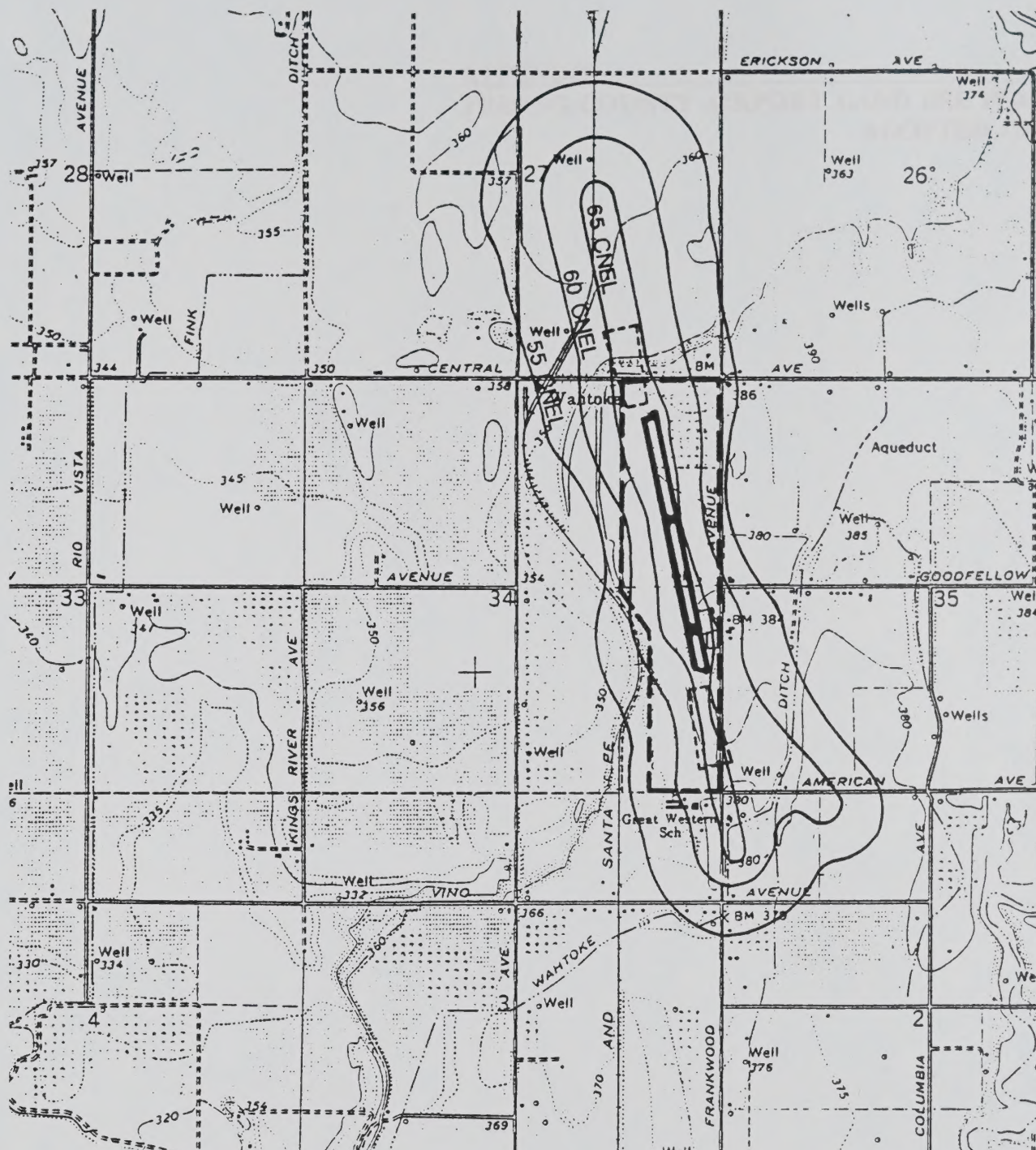


FIGURE 19
REEDLEY MUNICIPAL AIRPORT
 Noise Contour Map



SOURCE: WYLE (1982)
 QUAD 1991

**FRESNO COUNTY AIRPORT LAND USE PLAN
ADOPTED 1982**

AIRPORT LAND USE COMMISSION LAW

Since 1986, an airport land use commission (ALUC) has been required in each county containing one or more public use airports (Public Utilities Code Sections 21670, et seq.). The job of this commission is to "formulate a comprehensive plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission" (Public Utilities Code Section 21675). In 1982, the Legislature created a direct link between these airport land use plans and the general plans, specific plans, zoning ordinances, and other land use regulations prepared by cities and counties.

Each ALUC is composed of seven members: two representing cities; two representing the county; two having expertise in aviation; and one representing the public (Public Utilities Code Section 21670(b)). Alternatively, the responsibilities of the airport land use commission may be assigned to another agency, such as a council of governments or the county planning commission, under the procedures set forth in Public Utilities Code Section 21670.1.

Pursuant to Public Utilities Code Section 21674, an ALUC has the following powers. Note that the commission's powers do not extend to regulating the operation of any airport.

- To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses;
- To coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare;
- To prepare and adopt an airport land use plan pursuant to Section Public Utilities Code 21675; and,
- To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Public Utilities Code Section 21676.
- To adopt rules and regulations in order to carry out its responsibilities.

AIRPORT LAND USE POLICY PLAN

The Policy Plan sets forth the criteria which the Fresno County Airport Land Use Commission will use in evaluating general and specific plans, zoning ordinances, building regulations, and airport master plans proposed for adoption or amendment in the vicinity of four public-use general aviation airports in the County of Fresno. These airports are:

Firebaugh Municipal Airport
Mendota Municipal Airport
*Reedley Municipal Airport
Selma Aerodrome

Additionally, the adopted Policy Plan is intended to give public agencies and the general public an indication of the nature and extent of the Commission's involvement in airport land use planning.

The statutory authority for establishment of the Fresno County Airport Land Use Commission and its adoption of procedures and policies is provided by the California Public Utilities Code, Sections 21670-21678 (Chapter 4, Article 3.5).

The Commission functions primarily in a review capacity. Proposals for the adoption or amendment of general and specific plans, zoning ordinances, building regulations, and airport master plans are to be referred to the Commission prior to final action being taken by the appropriate governing body.

The following section presents policies addressing land use compatibility with airports' noise, airspace protection, safety, and general nuisance impacts. The final section indicates the specific types of projects which are subject to Commission review and establishes the geographic limits of the area within which projects are to be referred to the Commission for review.

Land Use Compatibility Policies

A. Noise

1. Airport/land use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21 of the California Administrative Code.
2. The maximum noise exposure which shall be considered normally acceptable for residential areas is 60 DBA CNEL. The residential area criterion establishes the baseline from which noise compatibility for other land uses shall be evaluated.
3. The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed is indicated in the "Airport/Land Use Noise Compatibility Criteria" matrix, Table 1. These criteria shall be the principal

determinants of whether a proposed land use is compatible with the noise impact from nearby airport, but special circumstances which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity) also shall be taken into account.

4. One of the conditions for approval of a land use which is "marginally acceptable" or "normally unacceptable" for the given noise environment is that the building must provide a satisfactory degree of noise attenuation. Table 2 sets forth the maximum acceptable interior noise levels for commonly occurring noises from exterior sources. If the structure can reduce the noise exposure to the indicated level, the use may be acceptable. (Note that the interior noise criteria are measured in terms of maximum noise levels of individual events and not average noise levels as represented by CNEL values. Since maximum exterior individual event noise levels are greater than the CNEL value at a given location, the required noise reduction of the structure thus will be greater than the difference between the interior noise level criterion and the CNEL value.)
5. In addition to the interior noise level criteria for individual exterior noises, the Interior Community Noise Equivalent Level attributable to exterior sources shall not exceed 45 DBA, with windows closed, in any habitable room of a residential dwelling.
6. In applying the interior noise level criteria listed in Table 2, engine run-up noise shall be considered as a source of commonly occurring exterior noise.
7. When a proposed project will involve a land use which is "marginally acceptable" or "normally unacceptable" within a noise environment in excess of 60 DBA CNEL, an acoustical analysis shall be required in order to show that the structure has been designed to limit intruding noise to the prescribed allowable levels. Such analysis shall be done in a manner indicated in the California Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4, Section 28).
8. When applying the noise compatibility criteria to a given location, the basis for evaluation shall be the maximum Community Noise Equivalent Level to which the location is or is forecast to be exposed. For all four Fresno County public-use airports covered by this Policy Plan, the year-2000 contours shall be used. Year-2000 CNEL contours of 55 DBA above are depicted in the four Noise Impact Area maps included herein.
9. If a noise analysis, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown herein, the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission.

B. Airspace Protection

1. No structure, tree, or other object shall be permitted to exceed the height limits established in accordance with Part 77, Subpart C, of the Federal Aviation Regulations

(FAR). This criterion applies unless, in the case of a proposed object or growing tree, one or more of the following apply:

- a. The object would be substantially shielded by existing permanent structures or terrain in a manner such that it clearly would not affect the safety of air navigation;
- b. The FAA has conducted an aeronautical study and either determined that the object would not result in a hazard to air navigation or made recommendations for the object's proper marking and lighting as an obstruction;
- c. The object is otherwise exempted from the requirements of FAR Part 77;

Or, in the case of an existing object, it exceeds the prescribed height limits at the time the ordinance is adopted, in which case marking and lighting may still be required.

2. No object shall be permitted to be erected which because of height or other factors would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.
3. An object which would be located within a horizontal or conical zone as defined in FAR Part 77, Subpart C, and would be 35 feet or less in height above the ground (i.e., is within the height limits prescribed for most Fresno County land use zoning classifications) shall be considered conditionally acceptable even if it exceeds the prescribed FAR Part 77 height limit due to its geographical location. Marking and lighting may be conditions for acceptability.
4. The FAR Part 77 surfaces depicted herein (Map Set B) shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

C. Safety

1. Land uses or land use characteristics which may effect safe air navigation or which, because of their nature and proximity to an airport, may pose high risks to the land users shall be avoided in the vicinity of an airport.
2. The criteria which shall be used to evaluate whether a land use is acceptable with respect to its airport proximity are set forth in Table 3. The indicated safety zones shall be used in conjunction with the Review Area maps presented herein.
3. Land uses which attract concentrations of birds are a special concern in Fresno County because of the agricultural uses near the airports. In applying the Safety Compatibility Criteria to agricultural areas, attention should be given to whether a particular type of agricultural use commonly attracts birds.

D. General Nuisance

1. Avigation Easement

- a. Except when overriding circumstances exist, a condition for approval of any residential subdivision or zoning change within an airport's Primary Review Area, as subsequently defined herein, shall be the dedication of an avigation easement to the airport owner or the local jurisdiction in which the proposed subdivision is located (city, if area is incorporated; Fresno County, if area is unincorporated). The avigation easement shall contain the following property rights:

1. Right-of-flight at any altitude above acquired easement surfaces.
2. Right to cause noise, vibrations, fumes, dust, and fuel particle emissions.
3. Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
4. Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.

The easement surfaces acquired shall be based on Part 77 of the Federal Aviation Regulations except that no easement surface less than 35 feet above ground shall be acquired.

- b. As a further condition for approval of a residential subdivision or zoning change within an airport's Primary Review Area, the local jurisdiction shall, except where overriding circumstances exist, require the property owners to agree to the following:

1. That it is understood by the owners and owners' successors in interest that the real property in questions lies close to an operating airport and that the operation of the airport and the landing and take-off of aircraft may generate high noise levels.
2. That the owners shall not initiate or support any action in any court or before any governmental agency if the purpose of the action is to interfere with, restrict, or reduce the operation of the airport or the use of an airport by any aircraft.
3. That the owners shall not protest or object to the operation of the airport or the landing or take-off of aircraft before any court or agency of government.

- c. The above easement and agreement shall run with the land and shall be binding upon the owners and subsequent owners of the property.

2. Buyer Notification

The Commission encourages local governments to establish a "buyer notification statement" as a requirement for the transfer of title of any property located within an airport's Primary Review Area. This statement should indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport's current and projected activity, and the likelihood of aircraft overflights of the affected property.

Policy Regarding Scope of Commission Review

- A. For the purposes of referral to the Airport Land Use Commission, a "proposed project" is defined as the adoption of and the amendment to general and specific plans, zoning ordinances, building regulations, and airport master plans. Projects shall be referred to the Commission prior to an action taken by local advisory and governing bodies.
- B. Evaluation of projects shall primarily be based on the land use compatibility policies set forth above. Where an overlap occurs among noise, airspace protection, safety, and general nuisance zones, all policies applicable to the particular location shall be considered.
- C. All proposed projects involving land lying within the geographic boundaries of the Primary Review Area for the Firebaugh Municipal, Mendota Municipal, Reedley Municipal, or Selma Aerodrome airports shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to their consistency with this plan.
- D. Within the Secondary Review Area of an airport, only those projects involving a structure or other object the height of which would exceed that permitted under the adopted land use zoning need be referred to the Commission for review.
- E. The Review Area boundaries for each airport are as depicted in Map Set C.
- F. The Commission may, at its own discretion, request information and review any project occurring within an airport's Secondary Referral Area for factors other than excessive height. Such projects, however, need not be routinely submitted to the Commission for review.
- G. A copy of any Notice of Construction or Alteration submitted to the Federal Aviation Administration in accordance with FAR Part 77, Subpart B, shall concurrently be submitted to the Airport Land Use Commission for review regardless of where in the County the object involved is proposed to be located.

TABLE 1

AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY	CNEL OR LDN, DBA 1/				
	50-55	55-60	60-65	65-70	70-75
<u>Residential</u>					
Single-family detached and duplexes	+	0	-	-	-
Multi-family and transient lodging	++	+	0	-	-
Mobile homes	+	-	-	-	-
<u>Public</u>					
Schools, libraries, hospitals, nursing homes	+	0	-	-	-
Churches, auditoriums, concert halls	+	0	0	-	-
Transportation, parking, cemeteries	++	++	++	+	0
<u>Commercial and Industrial</u>					
Offices, retail trade	++	+	0	0	-
Service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
General manufacturing, utilities, extractive industry	++	++	++	+	+
<u>Agricultural and Recreational</u>					
Cropland	++	++	++	++	+
Livestock breeding	++	+	0	0	-
Parks, playgrounds, zoos	++	+	+	0	-
Golf courses, riding stables, water recreation	++	++	+	0	0
Outdoor spectator sports	++	+	+	0	-
Amphitheaters	+	0	-	-	-

LAND USE

ACCEPTABILITY

INTERPRETATION/CONDITIONS

++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

TABLE 2

INTERIOR NOISE LEVEL CRITERIA

Maximum Acceptable Interior Noise Levels for
Commonly Occurring Individual Noise Events
From Exterior Sources

Generalized Land Use (Occupancy)	Acceptable Noise Level (DBA)	Based for Criterion
A. RESIDENTIAL-SINGLE-AND MULTI-FAMILY DWELLINGS 1. Living Areas a. Daytime b. Nighttime 2. Sleeping areas	60 55 50	Conversation - 5 ft. - normal voice Conversation - 10 ft. - normal voice Sleeping
B. EDUCATIONAL FACILITIES, ETC. 1. Concert Hall 2. Legitimate Theater 3. School Auditorium 4. School Classroom 5. School Laboratory 6. Church Sanctuaries 7. Library	25 30 35 55 60 45 55	Intrusion of noise may spoil artistic effort Intrusion of noise may spoil artistic effort Minimum Intrusion into artistic performance Speech communication - 20 ft - raised voice Speech communication - 50 ft - normal voice Speech communication - 50 ft - raised voice Speech communication - 3 ft - normal voice
C. RECREATIONAL FACILITIES 1. Motion Picture Theater 2. Sports Arena 3. Bowling Alley	45 75 75	Minimize Intrusion into artistic performance Conversation - 2 ft - raised voice Conversation - 2 ft - raised voice
D. COMMERCIAL, MISCELLANEOUS 1. Hotel, Motel, Sleeping 2. Hospital Sleeping 3. Executive Offices, Conf. Rooms 4. Staff Offices 5. Sales, Secretarial 6. Restaurants 7. Markets, Retail Stores	50 50 55 60 65 65 65	Sleeping Sleeping Speech communication - 12 ft - normal voice Speech communication - 6 ft - normal voice Satisfactory telephone use Conversation - 4 ft - normal voice Conversation - 4 ft - normal voice
E. LIGHT INDUSTRIAL 1. Office Areas 2. Laboratory 3. Machine Shop 4. Assembly, Construction	See D-3, 4, 5 60 75 75	See D-3, 4, 5 Speech communication - 6 ft - normal voice Speech communication - 3 ft - raised voice Speech communication - 2 ft - raised voice
F. HEAVY INDUSTRIAL 1. Office Areas 2. Machine Shop 3. Assembly, Construction	See D-3, 4, 5 75 75	See D-3, 4, 5 Speech communication - 3 ft - raised voice Speech communication - 2 ft - raised voice

Source: Adapted from Table 2 in "Noise Insulation Problems in Buildings", Paul S. Yeneklasen & Associates, January 1973.

Note: These are maximum levels for individual events and are not measured in CNEL values.

TABLE 3

AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA

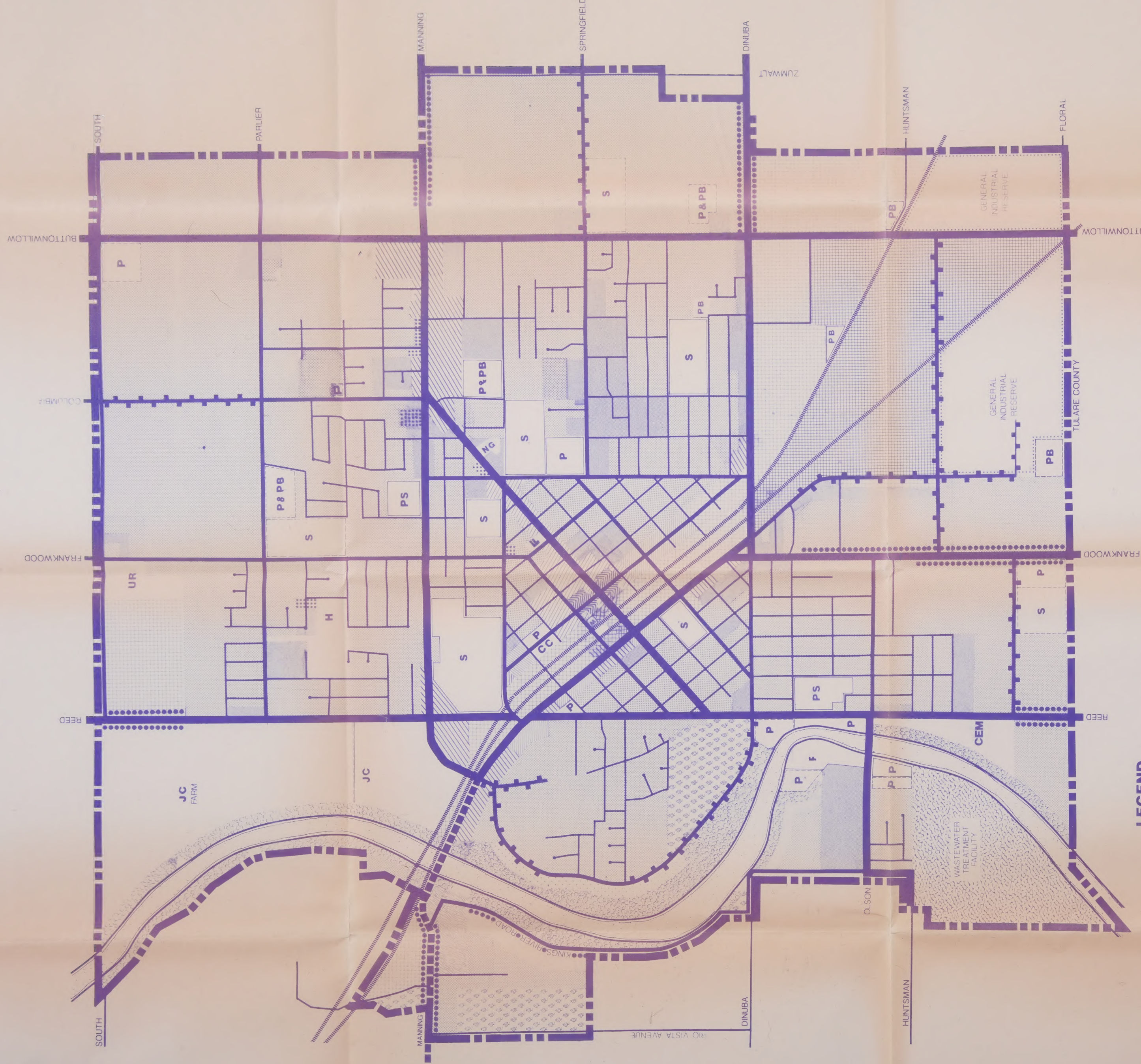
LAND USE CHARACTERISTIC	SAFETY ZONES			HORIZONTAL AND CONICAL ZONES
	CLEAR ZONES AND RUNWAY ZONES	INNER APPROACH ZONES ¹	OUTER APPROACH ZONES AND TRAFFIC PATTERN ZONE	
Residential Uses	-	(A, F)	(B, F)	+
Other Uses in Structures	-	(C, E, F)	(E, F)	+
Other Uses Not in Structures	(C, G)	(D)	+	+
Special Characteristics Distracting Lights or Glare	-	-	-	(G)
Sources of Smoke or Electronic Interference	-	-	-	(G)
Attractor of Birds	-	-	-	+

NOTES

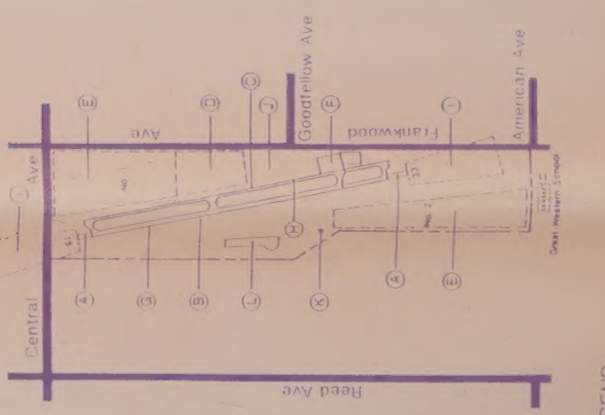
- ¹ The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

INTERPRETATION

- + ACCEPTABLE: Use is acceptable with little or no risks.
- () CONDITIONALLY ACCEPTABLE: Risks exist, but use is acceptable under conditions cited below.
- A. Density no greater than 1 dwelling unit per 3 acres.
 - B. Density no greater than 4 dwelling units per acre.
 - C. No uses attracting more than 10 persons per acre.
 - D. No uses attracting more than 25 persons per acre.
 - E. No schools, hospitals, nursing homes, or similar uses.
 - F. At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).
 - G. Characteristic cannot reasonably be avoided or located outside the indicated safety zone.
- UNACCEPTABLE: Use is unacceptable due to associated high risks.



LEGEND



- 1. Central Valley
- 2. Central Valley
- 3. Central Valley
- 4. Central Valley
- 5. Central Valley
- 6. Central Valley
- 7. Central Valley
- 8. Central Valley
- 9. Central Valley
- 10. Central Valley
- 11. Central Valley
- 12. Central Valley
- 13. Central Valley
- 14. Central Valley
- 15. Central Valley
- 16. Central Valley
- 17. Central Valley
- 18. Central Valley
- 19. Central Valley
- 20. Central Valley

AIRPORT MASTER PLAN

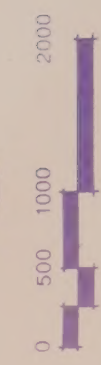
Actual location is 4 Miles North of Manning

- AGRICULTURE
- OPEN SPACE
- RESIDENTIAL
 - ESTATE DENSITY (1-2)
 - LOW DENSITY (3)
 - MEDIUM DENSITY (4)
 - HIGH DENSITY (5)
- COMMERCIAL
 - COMMUNITY
 - SERVICE
 - CENTRAL
 - NEIGHBORHOOD
- INDUSTRIAL
 - RECREATION
 - OFFICE
 - LIMITED
 - GENERAL
- PUBLIC FACILITIES
 - PUBLIC SCHOOLS
 - PRIVATE SCHOOLS
 - COMMUNITY COLLEGE
 - PARK
 - PARK / FLOODING BASIN
- MUSEUM
- NATIONAL GUARD
- HOSPITAL
- CEMETERY
- CIVIC CENTER
- FIRE STATION
- CIRCULATION
 - MAJOR ARTERIAL
 - ARTERIAL
 - COLLECTOR
 - SPHERE OF INFLUENCE
 - BUTTELS
- CONCEPTUAL NEW COLLECTOR
- UR



LAND USE & CIRCULATION

2012 CITY OF REEDLEY GENERAL PLAN



AUGUST 10, 1993
REEDLEY, CALIFORNIA

